Creating an Enabling Environment for Rural Transport Service Provision that is Inclusive, Transformative and Impactful

Workshop

IRIM 2017 20-22 November 2017
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Key Messages

- We need to be clear about actions required to fully integrate rural transport services research with infrastructure provision and preservation in order to create an enabling environment for improved rural accessibility and poverty reduction.

- Through ARTReF and other regional associations, ReCAP has successfully engaged with MDAs that support access provision and preservation. Going forward, it is imperative that we engage more effectively with MDAs who are responsible for supporting access services, as well as the private sector that provides those services.

- Rural access affects tens of millions of people in Africa and Asia, especially those living in poverty – as practitioners, we need to revitalise the sector by promoting engagement, employment and funding, and making everything that has been and will be achieved by ReCAP sustainable beyond 2020. What does this mean for RTS?
Gender Mainstreaming: What Happens Now?

- How can the findings of the gender research studies be embedded into national policy and implemented within institutional and legislative frameworks?
- What are the key lessons we can learn from having a greater understanding of gender mainstreaming and inclusion in the transport sector?
- What other issues related to social inclusion in rural transport should be considered in providing an enabling environment for transport service provision?
Gender PowerVote:

- What are the key gaps remaining in gender and transport?

- Where are the priority areas of research to concentrate on for moving forward? (State main priority)
Diagnosing rural access challenges and measuring the impact of transport service solutions that are low-cost and sustainable

- Should there be one single approach (one size fits all) to measuring rural access, i.e. the RAI, or is it appropriate to develop a range of tools to measure rural accessibility and transport service performance to suit different geographical environments i.e. RTSi, Rapid Rural Appraisal etc?

- How can rural transport practitioners bring about uptake of ‘best practice’ transport service solutions and upscale the benefits and impacts at a national, regional and international level? (for instance connecting 10,000 villages with motorcycle trails in Liberia).

- How should ReCAP projects that diagnose rural access and transport service problems be integrated with the wider SUM4ALL initiative? How can we bring about a ‘revival’ in rural access and TS provision that promotes engagement with and funding of the sector?
Diagnostics PowerVote:

- Should there be one single approach to measuring rural access (RAI)? Yes/No

- What other ‘tools’ should be considered for measuring rural access and TS performance?
Thank you for your attention

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