

## **Annex**

1. Agenda
2. DFID Vision for AFCAP/ ASCAP
3. Proposed new Governance Structure
4. Proposed procedure for new AFCAP countries
5. Introduction to Research Strategies
6. Research Strategy - Transport Services
7. Capacity Building Strategy
8. Knowledge Management & Communications Strategies
9. Planned report - ongoing and completed contracts (+conferences)
10. Planned contracts - infrastructure and research centre  
development
11. Planned contracts – Transport Services
12. SLoCaT/IFRTD
13. Planned Procurement Systems
14. Branding of AFCAP- ASCAP



## **Annex 1 Agenda**

# AFCAP Steering Group Meeting 16 – 17 October 2014 Strand Palace Hotel, London, UK

## Programme

### Day 1: Thursday, 16<sup>th</sup> October 2014 New Structures, procedures & strategies

09:00 – 09:15	Welcome and Introductions	J Haule
09.15 – 09.45	Approval of previous meeting minutes/matters arising	J Haule
09:45 – 10:00	DFID Vision for AFCAP/ASCAP	Liz Jones
10.00 – 11.00	Proposed new Governance Structure	Gary Taylor
11.00 – 11:30	<i>Tea/Coffee Break</i>	
11:30 – 12:30	Proposed procedure for new AFCAP countries	Gary Taylor
12:30 – 13:15	<i>Lunch Break</i>	
13:15 – 14:00	Introduction to Research Strategies	Mike Head
14:00 – 14.45	Research Strategy - Transport Services	Paul Starkey
14:45 – 15:15	Capacity Building Strategy	Dave Jennings
15:15 – 15:30	<i>Tea/Coffee Break</i>	
15.30 – 17.00	Knowledge Management & Communications Strategies	Caroline Visser
1900	SG Meeting Dinner	

<b>Day 2: Friday 17<sup>th</sup> October 2014 Progress Reports and Procurement</b>
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09:00 – 09:45	Progress report – ongoing and completed contracts (+conferences)	Nkululeko Leta
09.45 – 10:30	Planned contracts – infrastructure and research centre development	Mike Head
10:30 – 11:00	Planned contracts – Transport services	Paul Starkey
11:00 – 11:15	<i>Tea/Coffee Break</i>	
11:15 – 11:45	SLOCAT/IFRTD	Paul Starkey
11:45 – 12:15	Planned Procurement Systems	Adam Andreski
12:15 – 12:40	Branding of AFCAP-ASCAP	Caroline Visser
12:40 – 13:00	Summing Up and Any other business	J Haule
13:00 – 13:15	Next Meeting (Date & Venue)	J Haule
13:15	Closure of meeting – followed by Lunch	J Haule

**Annex 2**  
**DFID Vision for AFCAP/ ASCAP**

## DFID Overview

Economic Development and Growth  
Economic Infrastructure  
Multi-lateral and Bilateral work  
Post 2015 framework

Policy (e.g. post 2015; SLoCaT; outputs of MDB meeting; IRAG; Road Safety and GRSF).

Research

## Possible transport research....

### 1) High volume transport applied research

Evidence base strengthened in Africa and Asia on more cost effective, reliable, safer and lower carbon mass passenger and freight transport investments and services.

Rural and urban context; passenger and freight; road and rail; Evidence base strengthened in Africa and Asia on more cost effective, reliable, safer and lower carbon mass passenger and freight transport investments and services. Road and Rail.

Possible themes:

- i) Rural-urban-regional connections and transport corridors
- ii) Urban Transport
- iii) Low Carbon Transport
- iv) Cross cutting issues (data, capacity, RS)

Electronic consultation (huddle)

### 2) Global Road Safety Facility

### 3) Applied research and capacity building with all MDBs

## Research overview

- DFID has remained a key supporter of transport research over the past 30years
- Declines and inclines
- Current: AFCAP2 and ASCAP; WB Strategic Research Partnership.
- Future: HVT; MDBs; Road Safety.

## Improving rural road technology in Africa (AFCAP and ASCAP, 2014-20)

- Outcome: Evidence base on more cost effective and reliable low volume rural road and transport services strengthened, promoted and influencing policy and practice in Africa and Asia
- £24 million over 6 years (2014 – 2020) for a programme of compiling, adapting to local conditions and conducting applied research on Low Volume Rural Roads and Transport Services. Two components:
- in Africa: Africa Community Access Programme phase 2 (AFCAP2) building on the existing DFID-funded Africa Community Access Programme (AFCAP)
- in Asia: Asia Community Access Programme (ASCAP) building on the previous DFID-funded South East Asia Community Access Programme (SEACAP), which ran from 2004 to 2009.
- AFCAP1: Ethiopia, Kenya, Malawi, Mozambique, Tanzania, S Sudan, DRC

Slide 4

## AFCAP2 / ASCAP

- Longer time horizon enables increased strategic planning
- Capacity development
- Knowledge management
- Sustainability (financial and institutional)

**Annex 3**  
**Proposed new Governance Structure**

**AFCAP Governance**

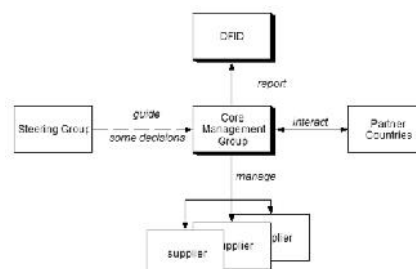


Gary Taylor, Cardno

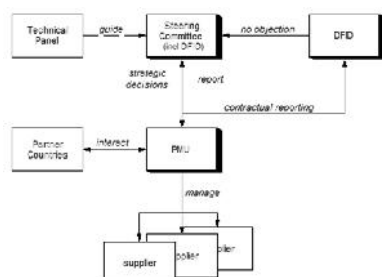
October 2014



**Existing (schematic)**



**Proposed (schematic)**



**Role of Steering Committee**



Mandate: High level strategic guidance and decision making

- Comments & recommendations on strategies and procedures (DFID gives final approval)
- Approves workplans (DFID gives final approval to budgets)
- Approves non-standard procurement
- Comments & recommendations on major changes to programme including changes to the Logical Framework



**Role of Technical Panel**



Mandate: ensure high quality research

- Technical experts arm of the SC
- Provides recommendations and advice as required to the SC on all technical issues
- (Manages) peer reviewers of research



**Questions**



- Any additions/deletions or other changes to the role of SC?
- Composition of the SC? (e.g. who are the members?)
- Composition of the Technical Panel
  - Who and how many?
  - Fixed members or flexible?
  - Who chairs?
- Conflict of interest? (e.g. can SG and TP members be involved in implementation of AFCAP?)



**Annex 4**  
**Proposed procedure for new**  
**AFCAP countries**

**AFCAP Country Assessment**



Gary Taylor, Cardno

October 2014



**AFCAP**

Reasons for requiring a country assessment

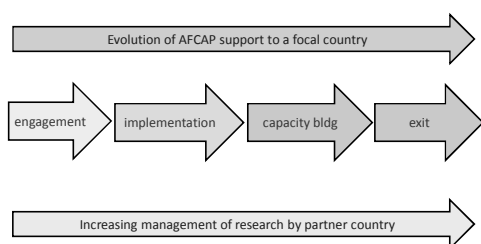
- Provide a transparent basis for selection of a partner country
- Assessment of chance of AFCAP success:
  - Extent of need for improved rural access
  - Potential for uptake of research results
  - Readiness to receive support

Need to keep it simple!



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Country Support Strategy



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Link assessment to AFCAP objectives

**Overall Objective:**  
to improve accessibility of the rural poor in Africa and Asia to economic opportunities and social facilities through improvements to infrastructure and transport  
“An estimated 1 billion people live further than 2km from an all weather road”  
“Isolated communities are often left behind by development”

**Immediate Objective:**  
Strengthen the evidence base on more cost effective and reliable low volume road and transport services approaches thereby influencing policy and practice  
“The challenge is to achieve sustainable access at justifiable cost and promote the availability of reliable and affordable means of transport in rural areas.”



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Chosen parameters and their rationale

S/N	Criteria	Rationale
1	Percentage of rural poor in the total population	Potential to impact on poverty reduction
2	Rural Accessibility Index (percentage)	Degree of rural access problem
3	Extent of unpaved rural road network	Potential to impact on construction and maintenance costs
4	Ongoing or planned investment programme in rural transport/rural roads sector	Potential for (a) leveraging other support and (b) research results to be applied
5	Partner Govt ready to establish a research facility/centre and provide counterpart resources	Potential for sustainability



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Planned Process

- There will be an Assessment Sheet
- The parameters will be calculated for each candidate country
- Each parameter will also include remarks
- An overall summary will indicate recommendation “Y/N” for inclusion with brief notes
- Overall decision by DFID + SC



Questions

**AFCAP**

- Do you agree with the approach?
- Do you agree with the chosen parameters?
- Should the PMU go ahead and prepare country assessments?
- Which countries?

For information, we have had recent requests from:

- Sierra Leone
- Liberia
- Ghana
- Zambia
- Uganda



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END





**Annex 5**  
**Introduction to Research Strategies**

**Introduction to Research Strategies**



Mike Head, Cardno

October 2014



**CONTENTS**



- Rationale
- What do we mean by Research Strategy?
- Outputs and Research Challenges
- Potential Themes
- Indicators (Log Frame)
- Thoughts on Strategy and Programme Priorities

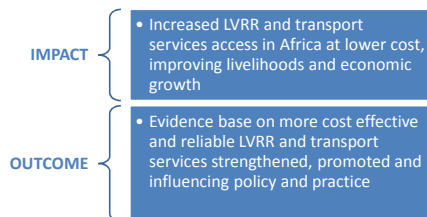
NOTE: many questions at this stage



**RATIONALE - Why UK Support?**



There is not enough research on transport infrastructure in low income countries, and what there is, is often not readily available, or tailored to local conditions.



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**Illustration of Research Strategies**



**TOP DOWN STRATEGIES**

- Achieving DFID/AFCAP objectives
- Rural access (Indicators/Logical Framework)
  - Economic growth (CBA/M&E)
  - Sustainability
  - Value for money
  - Engagement with recipient's needs

**Government vision, policy and objectives**

- Targets and deliverables
- Programmes and plans

**BOTTOM UP STRATEGIES**

- Research programmes for delivery of needs assessment
- Projects to deliver outputs and outcomes
- Uptake

**ENABLING STRATEGIES**

- Building and maintaining research capacity
- Fostering and rewarding innovation
- Knowledge management and its application
- Education and dissemination
- Cooperation and sharing



**AFCAP-ASCAP Strategies**



During the inception period we will produce these strategies:

- Research Strategy
- Capacity Building Strategy
- Knowledge Management Strategy
- Communications Strategy

Each strategy describes how we plan to achieve the logical framework objectives (outputs)



**DFID OUTPUTS: Research and Uptake**



**Generation, validation and updating** of evidence for effective policies and practices to achieve all-weather, climate resilient, equitable and affordable rural transport infrastructure.

- i) Increased VfM over the life cycle of investments through appropriately planned, designed, constructed and maintained transport Infrastructure.
- ii) Increased evidence of value of transport services, road safety and climate adaptation investments
- iii) High levels of peer reviewed research uptake by partner Governments, Multi-laterals, Bi-laterals and private sector decision makers;



DFID OUTPUTS: Capacity

**AFCAP**

**The enhancement of African research capacity**

i) **Catalytic funding** to encourage/facilitate increased partner Government, regional road associations (e.g. ARMFA, ASANRA, CSIR, multi-lateral and bi-lateral funding;

ii) Implementing a **capacity building strategy** and work plan including structured mentoring/coaching, support to national and sub-regional research organisations.

iii) The **exit strategy** will be explored as one part of the capacity building strategy.



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Research and Capacity Building Challenges

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Costs	High	Data Collection Surveys	International courses PhD Courses	Fundamental research Data management Performance studies
	Medium	Laboratory testing Product testing Pavement testing	Applied research Field testing Modelling National graduate/ post graduate programme	Monitoring and evaluation
	Low	Secondments International conferences Publications Workshops Courses	Secondments Collaboration	Capacity building
		Short	Medium	Long
		Time		

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Proposed Approach for Research Strategy

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- Identify key **research themes** that will lead to the achievement of logframe output 1
- Within each theme, make a list of relevant **key research questions**
- Use this framework to assess the **relevance** of each piece of proposed research

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Potential Themes

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**More cost effective approaches to provision of transport infrastructure**

- Should we quantify where savings can be made and how to achieve them?
- How do we collect better quality and reliable data?
- How do we monitor performance better?

**Increasing reliability of physical access (climate resilience and effective maintenance)**

- How do we guarantee timely and appropriate maintenance?
- How do we better predict risk to access?

**Increasing mobility (provision of means of transport including transport services)**

- How do we deal with Urban congestion?
- Is movement towards Integrated Transport?

**Rural access and economic development**

- How do we prove and maximise the link?
- How do we show the disbenefit of inaction?



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Research Strategy Output Indicators

**AFCAP**

**INDICATOR 1.1** Peer reviewed all-weather LVRR research projects

- Planning
- Construction
- Maintenance
- Management

**INDICATOR 1.2** Peer reviewed climate resilient LVRR

**INDICATOR 1.3** Projects disaggregated by sex (TS)

**INDICATOR 1.4** VfM

KEYWORDS:

- Peer Review (establish approved Reviewers)
- Cost effective (VfM, CBA)
- Reliable access (both gravel and surfaced roads)
- Durability (Whole life costing, M&E)
- Best practice guidance (Documents, training, implementation)
- Co-funding (Governments, RF, Development Partners)
- Innovation (Encouragement, examples, reward)

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Research Strategy Output Indicators

**AFCAP**

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- Innovation (Encouragement, examples, reward)

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## RRC Capacity Building Strategies

**AFCAP**

- **Institutional mapping and long term support plans** for national, sub-regional and regional research centres of excellence (eg Southern, Eastern and Western supported by African hub)
- **Strengthen existing and new regional research centres**; significant mentoring from experts, junior researchers working alongside senior researchers a strong mix of southern and northern research partnerships, training of trainers, peer reviewing and actively working with Universities.
- **AFCAP to strengthen its relationship with CSIR**, it will actively look to partner at strategic level with high quality African research councils and institutions.
- **Deal with crisis of northern expert capacity**; many senior experts retiring (or close) and, due in part to a lack research funding, there are few researchers of the same calibre to take over - a risk but also an opportunity.
- **The capacity strategy will explore exit strategies** for various partner countries.

What are the challenges for African research and project managers?  
How do we encourage women researchers?



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## Capacity Building Output Indicators

**AFCAP**

- INDICATOR 2.1** % of projects led by Africans  
**INDICATOR 2.2** AFCAP housed and co-funded in African Institutes  
**INDICATOR 2.3** Regional Research hubs established  
**INDICATOR 2.4** National Research Centres established  
**INDICATOR 2.5** % of projects led by females  
 (Regular National Steering Group meetings)

## KEYWORDS:

Mentoring (North vs South, International Institutes)  
 Twinning (organisations, MoU's, Service agreements)  
 Contracts (African components, female requirements)  
 Networking (Universities, Training Institutes)  
 Training the trainer (Accelerated programmes)  
 Associations (Local, Regional, International)  
 African Research Centre Forum



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## Examples of Infrastructure Research Programmes

**AFCAP**

**PREFERRED RESEARCH PROGRAMMES – 'bottom up' from Tanzania, Ethiopia, Kenya (and Ghana) :**

- Monitoring of road asset, condition and performance
- Optimised construction, rehabilitation and maintenance
- Development and performance of technology (eg low cost seals)
- Road trials and demonstrations
- National road material and aggregates database and inventory
- Climate resilience

**QUESTION: How fundamental is drainage and maintenance to sustainable 'all weather access'?**



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## Questions for Discussion

**AFCAP**

- 1 Are the themes appropriate?
- 2 Increasing reliability of access - **how fundamental is drainage and maintenance to sustainable 'all weather access'?**
- 3 Increasing mobility - Urban and Integrated Transport issues?
- 4 Rural access and economic development – how do we maximise?
- 5 Dealing more effectively with aging crisis of international experts?



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**Annex 6**  
**Research Strategy -**  
**Transport Services**

AFCAP Steering Committee Meeting, London, 16-17 October 2014

**Towards a Research Strategy for the 'Transport Services' Programme**

Paul Starkey, Transport Services Research Manager

**AFCAP**

**Cardno**  
Shaping the Future




AFCAP Steering Committee Meeting  
London, 16 October 2014




**Transport Services and Mobility**

**AFCAP**

*Stop me if you can!*



*Slow down!*



**Transport Services and Mobility**

**AFCAP**

- Rural people need transport infrastructure and services to access their livelihoods, markets, health services, education and numerous economic, social and civic opportunities.
- Good transport crucial for poverty reduction, economic and social development and meeting Development Goals (MDGs, SDGs)
- Roads are vital but roads are not enough
- Rural people also need transport services.




**Rural transport services**



Example of Bago-Talawanda road in Bagamoyo District, Tanzania



**50 motorcycles/day**

**25 bicycles / day**

**1 charcoal truck / day**

No district roads in Bagamoyo have regular public transport services apart from motorcycles

Example of an all-season road in cotton zone of Cameroon

On most district roads in Northern Cameroon, for six days a week the only forms of public transport are motorcycle taxis

**260 motorcycles/ normal day**

**0 minibuses / normal day**

**0 mixed trucks / normal day**

**2 minibuses / market day**

**8 mixed trucks / market day**

**820 motorcycles/ market day**



Suggestions for Transport Services Research Strategy  
Paul Starkey, Transport Services Manager, AFCAP PMU.

## AFCAP Steering Committee Meeting, London, 16-17 October 2014

Motorcycle taxi numbers have increased greatly in many countries in recent years

Major importance to rural communities for passenger and freight transport

Their contribution to transport and development is often rated very highly by people

Motorcycles often contribute over 75% of annual passenger market and annual small freight on rural roads

Motorcycle taxis complement and link with larger transport

More expensive than other transport services (often +50-100%)

Large range of regulatory and safety issues

Motorcycle taxis  
Very convenient  
Will go off road  
Accessible by mobile phone

Changing nature of rural transport services

Concept of access changes when transport services move off the roads

### The challenges: transport services in Africa **AFCAP**

- On most rural roads, poor/inadequate transport services
- Transport services run by informal private sector
- Growing importance of motorcycle taxis in some countries
- Authorities responsible for rural transport services 'weak' (staff numbers, capacity, budgets) *[authorities concentrate on urban and inter-urban services]*
- Little (no) knowledge or baseline information on current situation on rural roads
- Little (no) proactive planning or positive regulation
- Little (no) support from donors, MDBs for rural services
- Little (no) research or institutional collaboration

### Challenges present great opportunities **AFCAP**

- Motorcycle taxis are re-defining transport services in many countries, and authorities may welcome collaboration
- Mobile phones are increasing rapidly and changing relationships to transport, markets and money transfers
- International and national initiatives to measure 'access' (rural roads and mobility) and to use this in planning and prioritisation provides a unique opportunity for engagement, integrating 'infrastructure' and 'mobility' and for inter-African exchanges and collaboration
- 'Transport services', including the unifying concept of 'access' will be at the heart of AFCAP

### Our vision: Logical framework impact **AFCAP**

**Impact**  
Increased low volume rural road and transport services access in Africa and Asia improving livelihoods of poor men and women and improving economic growth.

**Impact indicator 1:** Rural access index (RAI). Percentage of population who live within two kilometres of an all season road *(tracked in three countries in Africa)*

**Impact indicator 2:** Cost per passenger-kilometre and frequency (travel opportunities per day to markets and services) *tracked in three focus countries (Kenya, Tanzania and Nepal)*


Strategic directions for Transport Services Research, Capacity Building and Knowledge Management 12


**AFCAP**

**Our vision: Logical framework: outcome**

**Outcome**  
Evidence base on more cost-effective and reliable low-volume rural road and transport services strengthened, promoted and influencing policy and practice in Africa and Asia

**Outcome indicator 2:** Transport services: National policies and regulations for rural transport services modified or introduced as a result of AFCAP and ASCAP research (including road safety and gender)  
**indicator 3:** Co-funding of transport services work  
**Indicator 4:** Changes on # km of road in focus countries  
**Indicator 5:** Affordable solutions available





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**AFCAP**

**Research subthemes:**  
**Means of Transport**

- Rural transport services (rural taxis, buses and minibuses)
- Motorcycle taxis and three-wheelers
- Intermediate means of transport (IMTs)
- Pedestrians
- Regulation and planning (including associations)
- Road safety and security







**AFCAP**

**Research subthemes:**  
**Requirements for and benefits of transport**

- Health services and access
- Agriculture and access
- Education and access
- Employment, trade, democracy and civic duties, socio-cultural activities
- Poverty reduction and economic growth








**AFCAP**

**Research subthemes:**  
**Needs of different people**

- Gender and mobility issues
- Disability, access and universal design
- Children, older persons and marginalised groups





**AFCAP**

**Research subthemes:**  
**Defining, measuring and analysing access**

- Measuring access and isolation and indicators
- Using access measurements in planning at local level (IRAP?) and national levels
- Policy issues: prioritisation of interventions and investments

**Rural access index (RAI).** Percentage of population who live within two kilometres of an all season road (AFCAP Impact indicator 1)  
**Cost per passenger-kilometre and service frequency** (travel opportunities per day to markets and services) (AFCAP Impact indicator 2)





**Common effects of a new rural road**

Investment in agricultural production

Lower freight costs (headloading and animal transport replaced by motorcycles and trucks)

Less time spent on marketing

Higher incomes

Better employment and income-generating opportunities

Better education of children (students and teachers in schools)

Better health and medical care

Better potential for services and projects to reach villages on and beyond the road

So we need to 'make the case' for more or better roads using existing evidence and gaining new evidence



And 'measure' transport services to ensure they are meeting people's needs (and take action if they are not)



## AFCAP Steering Committee Meeting, London, 16-17 October 2014

**Quantifying the implications of poor rural access**

If we do not improve rural access in African countries . . . .

**AFCAP and its partners must make a compelling case for improving rural access**



w? thousand mothers and babies will die due to lack of healthcare  
 x? thousand girls and boys will receive inadequate education  
 y? thousand tonnes of agricultural production will not be grown  
 z? thousand tonnes of food will be spoiled



**Research subthemes:**  
**Integrated transport: beyond roads**

**AFCAP**

- Footpaths, trails and trail bridges
- Motorcycle trails? Improving access to villages?
- Inter-modal integration (including waterways)

**Research subthemes:**  
**Crosscutting issues**

**AFCAP**

- Information and communications technology (ICT) and mobile phones
- Environmental issues and climate change
- Economic sustainability, planning, monitoring and evaluation





**Research subthemes:**  
**Enabling measures**

**AFCAP**

- Knowledge management and dissemination
- Capacity building and retention
- National/international champions
- Institutional collaboration and networking





**In order to achieve AFCAP's vision**  
**Transport services priority requirements**

**AFCAP**


- Need for good knowledge management and information sharing
- Need for international level advocacy (influence donors, MDBs and governments)
- Need for national level advocacy
- Need for planning, investment, regulation and concerted action
- Need for evidence base of good practices (research and related information sharing)





**Envisaged strategy**

**AFCAP**

- All work linked to logical framework, with indicators
- Baseline data collected early in all projects
- Integrated approach, including users, operators, regulators, development agencies, authorities responsible for road construction and maintenance and relevant ministries (transport, works, agriculture, health, education etc)
- Networked to facilitate national and international linkages, knowledge management, capacity building, mentoring, peer support, and gain the critical mass needed to influence policies



Strategic directions for Transport Services Research, Capacity Building and Knowledge Management




## AFCAP Steering Committee Meeting, London, 16-17 October 2014

**AFCAP**

### Initial AFCAP stakeholder discussions

- Key issue of knowledge management: existing dissemination and exchanges inadequate (people were unaware of each other's projects) so priority must be effectively sharing existing knowledge
- Agreed need for multi-disciplinary, multi-ministry, multi-stakeholder approaches and disaggregating users of transport (gender, age, purpose etc)




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**AFCAP**

### Not starting from scratch Recent projects have included

- Transport and mobile phones
- Transport to access peri-natal care
- Emergency transport for health
- Transport issues for older persons
- Road safety and motorcycle taxis
- Transport associations
- The first mile of agricultural marketing
- Assessing and measuring transport services (indicators)




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**AFCAP**

### Suggested start up in inception phase

- A quick start prior to inception report
- Should be follow-ons from AFCAP1 projects
- Should be linked to logical framework
- Should include baseline data collection
- Should be linked to other projects (networked research) to help create a critical mass to influence policy
- Should try to involve some young professionals (esp any trained in AFCAP capacity building work)
- Should be widely shared, including at a national workshop with regional participants, allowing person-to-person contact
- Methodology may be emulated but other countries




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**AFCAP**

### Comments / discussion on strategy based on

- Improving 'access' for target stakeholders
- Oriented to influencing policy and practices
- Knowledge management fundamental
- Logical framework links
- 'Access' measurement and planning use
- Baseline data collection (and 'making a case . . .')
- Networked/linked projects (involving research centres, NGOs, authorities)
- Multi-stakeholder approach
- Capacity building 'built in'
- Clear national/international lesson sharing with 'knowledge management' and personal contacts



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**AFCAP**



**Paul Starkey**  
Transport Consultant

**Cardno**  
Shipping the Future

**Thank you!**

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Suggestions for Transport Services Research Strategy  
Paul Starkey, Transport Services Manager, AFCAP PMU.

**Annex 7**  
**Capacity Building Strategy**

**AFCAP Capacity Building Strategy**



Dave Jennings, Cardno

October 2014



**Strategy**



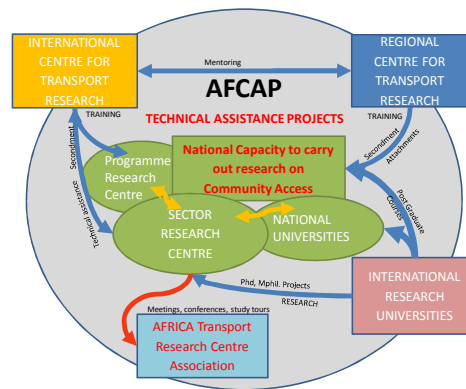
- **Rationale-** developed from choice of objectives from Problem/Objectives tree
- **Strategy Principles-** Principles of how to achieve selected objectives
- **Type of Activity** Follow logic of logframe indicators.



**Capacity Building Indicators**



- **INDICATOR 2.1** percentage of projects led by Africans
- **INDICATOR 2.2** AFCAP housed and co-funded in African institutes
- **INDICATOR 2.3** Regional Research Hubs established
- **INDICATOR 2.4** National Research Centres established
- **INDICATOR 2.5** percent of projects led by females.



Capacity Building Strategy

MIND MAP

**Questions**



- Involvement of Private Sector?
- Link research to Curricula?
- Research centre to include non-road issues?
- Rural only?
- Co-Funding sources?



**Annex 8**  
**Knowledge Management & Communications Strategies**

## Strategic directions for Knowledge Management & Communications

Caroline Visser/Global Road Links

### AFCAP



16 October 2014



## Presentation outline



- Knowledge management starting point
- Taking stock: new context and feedback
- Knowledge management objectives for AFCAP2/ASCAP
- Strategic directions for KM
- Transition towards inclusion of ASCAP
- Strategic directions for Communications

Strategic directions for Knowledge Management & Communications



## Knowledge management starting point



- KM Logframe indicator AFCAP1: Establishing a Community of Practice
- KM activities and outputs AFCAP1:
  - Website
  - Communications (mailings, Impact stories etc)
  - Dedicated repository (additional to R4D)
  - Community of Practice through LinkedIn
  - Trainings, workshops, seminars
  - Representation at international conferences and seminars



## Taking stock: feedback and new context



### New context relevant to KM:

- AFCAP is an established brand in Africa, build on it
- New ICT and dissemination channels providing opportunities for enhancing KM:
  - Social media
  - Webinars and e-learning technology
- Pool of existing experts is aging
- Rural access and transport gain in momentum and relevance for Sustainable Development Goal process



## Taking stock: feedback and new context



- Feedback:
  - Insufficient involvement of southern based practitioners
  - Insufficient attention to good KM practices:
    - Operational but poorly functioning knowledge repository
    - Weak marketing of programme outputs and lack of alerting system for new outputs
    - Community of Practice has not grown to its full potential
    - Lack of knowledge dissemination partnerships
  - Insufficient (inter)national advocacy efforts
  - Online tools important but onsite materials and personal contacts also highly valued
  - Sharing not universally accepted/allowed



## KM objectives for AFCAP2/ASCAP



### Logframe output:

- **Knowledge:** the enhancement of rural transport knowledge management, lesson learning and dissemination
- Output indicators:
  - A. African and Asian rural transport research centres have easily searchable, web based knowledge portals with up to date research, manuals and guidance
  - B. Lesson learning across AFCAP and ASCAP
  - C. Rural Transport has an influential voice at high level international development debates and conferences



*“Knowledge management is the **systematic management** of an organization’s knowledge assets for the purpose of creating value and meeting tactical & strategic requirements; it consists of the **initiatives, processes, strategies, and systems** that sustain and enhance the **storage, assessment, sharing, refinement, and creation** of knowledge.”*

Alan Frost, M. Sc (2010)



AFCAP/ASCAP knowledge management principles:

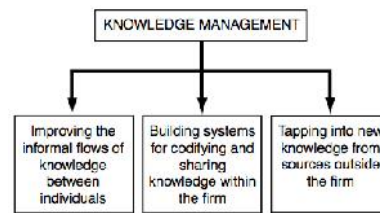
1. Inclusive and end-user focused
2. Sharing of knowledge and experience
3. Partnership effort
4. In support of research uptake and capacity building efforts
5. Starting centrally, diffusing/decentralising over time to national/regional levels

Q: can the SG agree to the proposed principles?  
Suggestions for refinements/additions?



For whom? Knowledge users and communication target groups:

- Southern based road & transport services researchers and their institutions
  - Southern based transport decision makers at national, regional and local levels
  - Local communities in focus countries
  - Partners and stakeholders (bi-laterals, multilaterals, NGOs, other sectors, advocacy partners etc.)
- Q: can the SG agree to identified target groups?  
Suggestions for refinement, additions?



J. Birkinshaw, 2001.



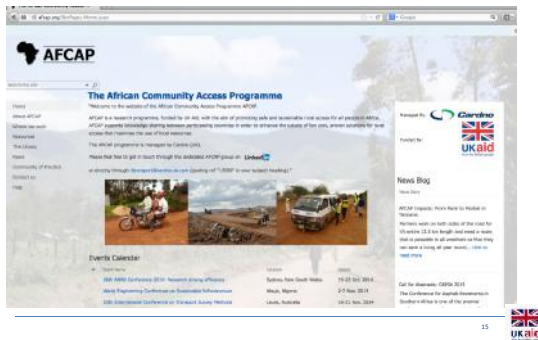
Logframe indicators:	A. National centres development	B. Lessons learning	C. Rural transport advocacy
<b>KM pillars:</b>			
<b>Improve the flow between individuals</b>	- Enhance Southern researchers' involvement	- Events, (online) training, networking - Mentoring	- Accommodate RT networking
<b>Coding &amp; sharing</b>	- Improve access to existing materials - Knowledge management assessment & support (library, web) - Validation of research outputs - Sharing guidelines - Linking knowledge portals	- Repository - Dissemination partnerships - Define/update/develop RT "Classics" - Tap into tacit knowledge of aging experts' pool (codify) - Address sharing impediments - Bring in existing knowledge from outside the project	- Translate research outcomes into policy briefs (uptake) - Improve access to existing materials - Advocacy partnerships - Training/briefings
<b>New knowledge</b>	- Mapping knowledge gaps (covered in Research strategy)		



- Tools in place:
  - Community of Practice and AFCAP network  
Q: Thoughts on the future of the CoP? Proposal: map available KM systems, potential to reach target groups in Africa/Asia
  - Repository, R4D – currently reworking structure of AFCAP library and reviewing available knowledge items
  - Website – gradual update and complementing information
  - AFCAP events and representation at/support for strategic events
  - Q: AFCAP/ASCAP annual convention? Start planning 2015 edition (launch ASCAP?)
- Ideas to be developed:
  - Involvement mature research centres (TRL, ARRB, CSIR, others)
  - Formal mentoring system
  - Community Access "Classics" (e-learning, print books)



Strategic directions for AFCAP2/ASCAP KM 



Transition towards inclusion of ASCAP 

- **KM objectives:** enhance effective exchange of knowledge and experience within and between AFCAP and ASCAP stakeholders, once programme has picked up
- **Priority actions:**
  - Assess knowledge management practices and needs with target groups and stakeholders in ASCAP region
  - Extend/adapt/tailor KM principles according to assessment outcomes
  - Complete overall AFCAP/ASCAP KM strategy (month 9 inception period) including cross-programme learning and exchange
- **Q: Thoughts of the SG?**

Strategic directions for AFCAP2/ASCAP Communications 

- **Communications objectives:** enhance programme reach to – and involvement of – targeted stakeholders, in support of knowledge management and capacity building efforts
- **Strategic directions:**
  - Grow the AFCAP community with focus on defined target groups
  - **For discussion (addressed separately): Establish a brand in Asia**
  - Build and integrate the ASCAP community
  - Define key messages, tailored to target groups
  - Enhance programme communication (planning, intensity)
  - Establish dissemination & communication partnerships for implementation:
    - National research centres
    - Regional/global partners
- **Q: Thoughts of the SG?**

Strategic directions for AFCAP2/ASCAP Communications 

- **Strategic tools:**
  - Website at the core, complemented with print and other media, and local presence
  - Alerting system for repository additions and research calls
  - Regular newsletter service
  - Dissemination partnerships for research outputs and advocacy
  - Coordinated programme representation at strategic events
- **Q: Pro-active/defensive approach?**
- **Q: Should AFCAP/ASCAP go multi-lingual (French, Portugese, other)?**

SG consultation:

1. Principles
2. Target groups
3. KM strategic directions
4. Communications strategic directions

Thank you /



**Annex 9**  
**Planned report - ongoing and completed contracts (+conferences)**

## AFCAP Progress Report: Ongoing and Planned Contracts



### Contents

- Truncated projects from AFCAP 1
  - Background
  - Objective
  - Next steps
  - Link to logframe
- AFCAP workshops, meetings
- Regional Conference attended
- Planned contracts for immediate implementation

Nkululeko Leta, Cardno

October 2014



2

## Kenya: Construction of trial sections designed using **AFCAP** DCP-DN method

### Background

- 4 selected sections in 4 regions/counties

### Objective

- completion of construction of trial sections

### Current status

- 1 section completed (2012), baseline survey (2012); technical evaluation report submitted by MTRD (2014)
- 1 section completed (2014)
- 2 sections to be completed by end of November (funds permitting)

### Next steps

- carry out baseline surveys on completed sections
- define monitoring mechanism (being discussed with KeRRA and MTRD)
- regular monitoring of all completed sections (AFCAP support required initially to ensure adequate monitoring is carried out: capacity building of MTRD, local consulting firms)
- Preparation of generic monitoring guidelines for trial sections across Africa

**Link to logframe:** Outcome indicators 1 and 4; Outputs 2 and 3



3

## Photo sequence for laying CMA

## **AFCAP**



4

## Malawi: DCP Training for design of 60km of LVR **AFCAP**

### Background

- Intermediate level training completed under AFCAP 1
- Design & Construction of sections funded by World Bank (ASWap-SP)

### Objective

- Carry out advanced training for same group to enhance capacity
- Review designs carried for the 5 road sections

### Current status

- Training will be completed this week
- >10 no engineers, lab technicians from RA, private consultants

### Next steps

- Participate in Train the Trainer program
- Preparation of LVR manual (customisation of TAN manual)
- Dissemination & Training

**Link to logframe:** Output 3



5

## Ethiopia: Review of ERA Standard Specifications **AFCAP**

### Background

- ERA 2002 Specifications reviewed in 2013
- included specifications for new LVR manual

### Objective & Activities

- Final review by executive team
- Incorporation of review comments
- Editing & printing

### Next steps

- Dissemination & training

**Link to logframe:** Outcome indicators 1 and 4; Outputs 1 and 3



6

**Ethiopia: Review of Standard Drawings****AFCAP****Background**

- Current edition prepared in 2002
- Draft update prepared in 2011 but not completed

**Objective & Activities**

- Carry out review of 2011 standard drawings in line with 2013 standard specs and manuals
- Editing & Printing

**Next steps**

- Dissemination and Training

**Link to Logframe:** Output 1



7

**Ethiopia: Revision of LVR Design Manual****AFCAP****Background**

- Final draft of manual prepared in 2011
- Issued to industry for use over 2 years and feedback
- Independent review of manual in 2013 (Part 1)

**Objective & Activities**

- Updating 2011 manual based on user feedback and independent review (Part 2)
- Prepare final version and print

**Next Steps**

- Dissemination and Training

**Link to Logframe:** Outcome Indicator 1 and 4; Output 3



8

**Tanzania: Preparation of LVR Design Manual****AFCAP****Background**

- First draft Rev 1 prepared under AFCAP 1 (Phase 1)
- Provides holistic definition of LVR

**Objective & Activities**

- Carry out zonal workshops to sensitise practitioners and receive feedback
- Preparation of final version of manual (Phase 2)
- Editing and Desktop printing + interactive CDs

**Next steps**

- Dissemination and Training

**Link to Logframe:** Outcome Indicator 1 and 4  
Output 1 and 3



9

**Research Managers' Workshop, 10-12 Sept 2014****AFCAP****Objectives**

- to provide strategic inputs and direction for the Inception Report

**Key discussion areas**

- Road Research Centre Plans and Priorities
- RRC Needs and Consolidation of Needs
- Capacity Building Needs and Strategies
- Strategy Development for Capacity Building
- Consolidated Research and Knowledge Management Strategies and Plans
- Opportunities for Regional Cooperation

**Link to logframe:** direct influence on Output 2 "The enhancement of African and Asian research capacity on low volume rural roads"



10

**ASAUK Workshop, 10-12 Sept 2014****AFCAP****Biennial conference at Sussex University**

12 participants sponsored by AFCAP

**AFCAP-facilitated sessions:**

- Mobile phones, mobility and transport in SSA
- Building a research community for rural transport sector in Africa
- Research strategies for transport services component

**Link to logframe:** Output 3



11

**SARF/IRF Conference, Sept 2-4, 2014****AFCAP****Theme:** Better Roads – Moving Forward

Multi disciplinary approach to capacity and safety for road transport in Africa including rural access roads

**Objectives of AFCAP Participation**

- Present Overview of AFCAP as a programme
- Highlight key AFCAP projects and research outputs
- Provide platform for young researchers to make presentations of their research work at international fora
- Participate in roundtable discussion forum on road safety

**Link to logframe:** Output 3



12

Preparation of ToR for Short-term TA for RRC activities **AFCAP**

---

- Ethiopia
- Mozambique
- Tanzania
- Kenya

[Link to logframe: Output 2](#)

**Annex 10**  
**Planned contracts - infrastructure and  
research centre development**

**Planned Contracts – Infrastructure and Research Centre Development**



**AFCAP**

**SCOPE**

Mike Head, CITT

October 2014



- Summary of recent RM meeting in UK
- Needs Analysis of RRC
- RRC meeting outcome summary
- Typical Research Strategies
- Priority Infrastructure Research Programme Themes
- Proposed Priority Research Projects
- Summary



**AFCAP**

**Consultative Meeting of Research Centre Managers'**

**AFCAP**

**Scope from needs analysis**

**Purpose:** to share experience/knowledge and to provide inputs into the strategic direction of AFCAP

**Attendance** (10 – 12th September 2014, TRL Ltd, UK ):

- Africa RRC Managers (Ethiopia, Kenya, Tanzania, Mozambique, Ghana)
- International Centres (TRL/CSIR/ARRB)
- DFID/PMU

**Scope:**

- The current status, plans, priorities and needs of invited African research centres;
- Capacity building needs and priorities;
- The supporting role that could be played by established international road and transport research organisations;
- Consolidated Research and Knowledge Management strategies and plans.

- Policy, legislation and general research management
- Updating/support for implementation of existing research
- Sustainable funding
- Economic analysis
- Capacity building
- Rural transport research
- Rural infrastructure research
- Testing Standards
- Knowledge management and systems
- Climate and natural disaster resilience
- **Urban congestion/High volume roads**
- **Transportation research**



**AFCAP**

**Agreed Meeting Outcome Summary**

**AFCAP**

**Agreed Meeting Outcome Summary (Cont'd)**

- Capacity building, through TA & mentorship, critical and fundamental to success.
- National road and transport research centres would provide institutional framework for research KM
- International research centres should have an important long-term mentoring and supporting role
- A forum of African road and transport research centres (similar to FEHRL model), would be established and driven by the African RRCs. The development of regional research collaborative hubs for cooperation in southern, eastern and western Africa could also be incorporated.

- Rural transport research, including safety aspects, was important to all and scoping exercises were required.
- Rural transport services projects in Tanzania should continue as a matter of urgency with outcomes disseminated throughout the AFCAP-partner countries and beyond.
- Ultimately for sustainability, all RRCs would incorporate rural transport and safety into their research portfolios and would cover all roads, not just rural low volume roads
- AFCAP 1 project priorities should be adapted and integrated into our programme



**AFCAP**

Typical Research Strategies

- To reduce transport costs and travel time by improving the condition of rural roads;
- To optimize use of available resources in the development, rehabilitation and maintenance of roads
- To enhance capacity for local industry
- To find new ways to construct and maintain roads at significantly reduced rates
- To maximise effective use of existing natural material resources
- To build research capacity and speed up implementation of research outputs



**AFCAP**

Priority Infrastructure Research Programme Themes

Priority long term technical programmes identified:

1. Monitoring of road asset, condition and performance
2. Optimised construction, rehabilitation and maintenance
3. Development and performance of new technology (eg low cost seals)
4. Road trials and demonstrations
5. National road material and aggregates database and inventory
6. Climate resilience

Associated programmes are:  
 Knowledge management and EDMS  
 Training and Capacity building



**AFCAP**

Proposed Priority Infrastructure Research Projects

TANZANIA

Potential Programmes	Needs Addressed	Target Date	LF Value
<b>Tanzania - DRRC Priorities</b>			
Scoping of 4 priority programmes	Policy, Legislation & general RM	Jan-15	HIGH
Capacity building for DRRC	Capacity Building	Feb-15	HIGH
Road trials, demo projects and monitoring	Rural Infrastructure research	TBA	HIGH
Road asset inventory condition and data	Updating & implementation	TBA	HIGH
Materials inventory	Updating & implementation	TBA	HIGH
Climate resilience	Policy, Legislation & general RM	TBA	HIGH
Additional lab equipment for Dodoma	Capacity Building	TBA	

Urgent
Important
Desirable



**AFCAP**

Proposed Priority Infrastructure Research Projects

KENYA & MOZAMBIQUE

Potential Programmes	Needs Addressed	Target Date	LF Value
<b>Kenya : Research Centre Priorities</b>			
TA Support - Technical	Capacity Building	Mar-15	HIGH
Monitoring/Accelerated Testing completed sections	Rural Infrastructure research	Jun-15	HIGH
LVR pavement design manual	Updating & implementation	Jan-15	HIGH
Benchmarking cost for upgrading & rehabilitation	Economic analysis		HIGH
Optimisation of Periodic maintenance	Economic analysis		HIGH
<b>Mozambique - Road Research Centre Priorities</b>			
RRC Implementation Programme	Policy, Legislation & general RM	Feb-15	HIGH
Implementation of quick-win projects	Updating & implementation	TBA	
Scoping study for transport services	Rural transport research	TBA	HIGH
Finalisation of Planning & Design manual	Updating & implementation	TBA	HIGH

Urgent
Important
Desirable



**AFCAP**

Proposed Priority Infrastructure Research Projects

ETHIOPIA

Potential Programmes	Needs Addressed	Target Date	LF Value
<b>Ethiopia - RRC Priority Activities</b>			
Guide to Specifications	Updating & implementation	Feb-15	
Materials testing manual	Updating & implementation	TBA	
Finalisation of the LVR manual	Updating & implementation		
Use of cinder gravels in roads	Rural Road research		HIGH
Monitoring & Accelerated Testing completed sections	Rural Road research	Feb-15	HIGH
Construction material database	Rural Road research	TBA	HIGH
Sustainable Unpaved Roads (NOTE: Regional Project)	Updating & implementation	Feb-15	HIGH

Urgent
Important
Desirable



**AFCAP**

Proposed Priority Research Projects

GENERAL

Potential Programmes	Needs Addressed	Target Date	LF Value
<b>General Projects</b>			
Generic DCP manual/ORN	Updating & implementation	Jan-15	HIGH
Development of DCP software	Capacity Building	Dec-14	HIGH
Global DCP Training of Trainer Program	Capacity Building	Nov-14	HIGH
Training on new manuals	Capacity Building		HIGH
Train the trainer capacity building	Capacity Building	TBA	HIGH
RRC HR retention and development	Staff Retention	Nov-14	HIGH
Mentoring programme	Capacity Building	TBA	

Urgent
Important
Desirable



**AFCAP**

Proposed Priority Regional Research Projects

Regional

Potential Programmes	Needs Addressed	Target Date	LF Value
Regional Projects			
Prepare succinct Sand Guide	Updating & implementation	TBA	
Climate resilience	Updating & implementation	Dec-14	HIGH
Accelerated Pavement testing	Rural Infrastructure research	Jan-15	HIGH
Laterites Project	Updating & implementation	Jan-15	HIGH
Regional materials database	Road Research	TBA	HIGH
Laboratory testing software tracking	Updating & implementation		
Scoping of safety requirements for LVRs	Transport Research		
Review of National documents for updating	Road Research	TBA	HIGH

Urgent
Important
Desirable



**AFCAP**

Propose Priority Economic Research Projects

Economic

Potential Programmes	Needs Addressed	Target Date	LF Value
Economic Projects			
Economic appraisal modelling	Economic analysis	Dec-14	HIGH
SVM and CBA guidelines for investment decisions	Economic analysis	Dec-14	HIGH
Back Analysis of LVR performance	Economic analysis		HIGH
(follow-on to Moz 001G project)			
CBA and WLC Seals vs gravels	Economic analysis		HIGH

Urgent
Important
Desirable



**AFCAP**

Summary

- Programme incorporates AFCAP 1 priorities
- Research Centres needs identified, reflecting national priorities
- Need for 'Regional' and 'General' projects is acknowledged (VfM)
- Eagerness to involve other Development Partners
- RRC's wish to collaborate and cooperate
- RRC's enthusiastic to institutionalise a Research Forum
- A roll-out TA and project programme is eagerly awaited.
- Current listings project a 1yr timeline



Thank you /

**AFCAP**



**Annex 11**  
**Planned contracts - Transport**  
**Services**

## AFCAP Steering Committee Meeting, London, 16-17 October 2014

**Transport Services:  
suggested initial contracts**

**AFCAP**

Paul Starkey, Transport Services Research Manager







AFCAP Steering Committee Meeting  
London, 17 October 2014




**Declaration of interests**

**AFCAP**





AFCAP transport services follow-ons: suggested initial contracts



**AFCAP Participation in ASA-UK Meeting**

**AFCAP**

- 14 participants were sponsored under AFCAP1 (but not all could attend)
- Opportunity for valuable discussions relating to AFCAP1 experiences and for discussing strategies for AFCAP2




AFCAP transport services follow-ons: suggested initial contracts



**Transport services research strategy**

**AFCAP**

- Knowledge management fundamental
- Logical framework links
- Improving 'access' for target stakeholders
- Oriented to influencing policy and practices
- 'Access' measurement and planning use
- Baseline data collection (and 'making a case . . .')
- Networked/linked projects (involving research centres, NGOs, authorities)
- Multi-stakeholder approach
- Capacity building 'built in'
- Clear national/international lesson sharing with 'knowledge management' and personal contacts




AFCAP transport services follow-ons: suggested initial contracts




**Suggested start up in inception phase**

**AFCAP**

- A quick start prior to inception report
- Should be follow-ons from AFCAP1 projects
- Should be linked to logical framework
- Should include baseline data collection
- Should be linked to other projects (networked research) to help create a critical mass to influence policy
- Should try to involve some young professionals (esp any trained in AFCAP capacity building work)
- Should be widely shared, including at a national workshop with regional participants, allowing person-to-person contact
- Methodology may be emulated by other countries




AFCAP transport services follow-ons: suggested initial contracts




**Suggested inception start up in Tanzania**

**AFCAP**

- Suggest follow-on several AFCAP1 projects in Tanzania
- It is an AFCAP2 benchmark country (measuring 'access')
- It has expressed interest in measuring 'access'
- Has a good history of working with AFCAP
- It has few 'conventional' transport services on rural roads (much room for improvement)
- Motorcycle taxis are increasing rapidly
- The regulatory authority SUMATRA has announced it will start regulating motorcycle taxis
- Has a strong national networking group (Tanzania Forum Group)
- It could 'host' a cluster of AFCAP2 projects that can inspire other countries to emulate



AFCAP transport services follow-ons: suggested initial contracts




Suggested transport services 'follow-on' contracts  
Paul Starkey. Transport Services Manager, AFCAP PMU.


## AFCAP Steering Committee Meeting, London, 16-17 October 2014

**AFCAP**

### Proposed cluster of new initiatives

- Four or five, small, 3-4 month projects
- Baseline data ('access', 'making the case') for motorcycle taxis
  - Numbers, prices, load characteristics, safety issues (helmet use, loading levels, behaviour), accidents, associations, regulatory issues, operator perspectives, user perspectives
- Work with SUMATRA to understand/influence regulatory issues and options
- Work with associations and SUMATRA with pilot road safety messages
- Baseline data ('access', 'making the case')
  - Transport services on rural roads
  - Transport for healthcare
  - Transport for older persons
  - 'First mile' of agricultural marketing
- Independent but 'networked' / linked projects
- National networking facilitated by Tanzania Forum Group
- National/Regional workshop c. March 2015, with invited countries and planning for appropriate emulated clusters





AFCAP transport services follow-ons: suggested initial contracts  


**AFCAP**

### Possible partner organisations

- NGOs
  - AMEND (road safety, motorcycle taxis)
  - Transaid (transport for healthcare)
  - HelpAge (transport for older persons)
  - IFRTD (transport services indicators, first mile agriculture)
  - Tanzania Forum Group
- Authorities
  - SUMATRA
  - Transport ministry
  - Local authorities
- Consultants
  - Technical assistance and quality assurance



AFCAP transport services follow-ons: suggested initial contracts  


**AFCAP**

### Envisaged timetable

- Proposals: October 2014
- Contracts: November 2014
- Reports: February 2015
- Workshop: March 2015
- Follow on ideas : April 2015 (involving various countries)
- Report to Steering committee: May 2015



AFCAP transport services follow-ons: suggested initial contracts  




**Annex 12**  
**SLoCaT/IFRTD**

**SLoCaT and IFRTD** **AFCAP**

Paul Starkey, Transport Services Research Manager




AFCAP Steering Committee Meeting  
London, 17 October 2014



**Declaration of interests** **AFCAP**







AFCAP possible contracts with SLoCaT and IFRTD



**SLoCaT and IFRTD** **AFCAP**


- Non-profit, advocacy and networking organisations
- Specialised 'niches'
- Their aspirations and objectives overlap with those of AFCAP
- They could help AFCAP reach its logical framework targets
- Both would like 'core funding' support *(but this is not being proposed here)*
- Competitive tendering not appropriate
- The SLoCaT and IFRTD proposals are not linked
- 'Other non-profit organisations are available' (?)




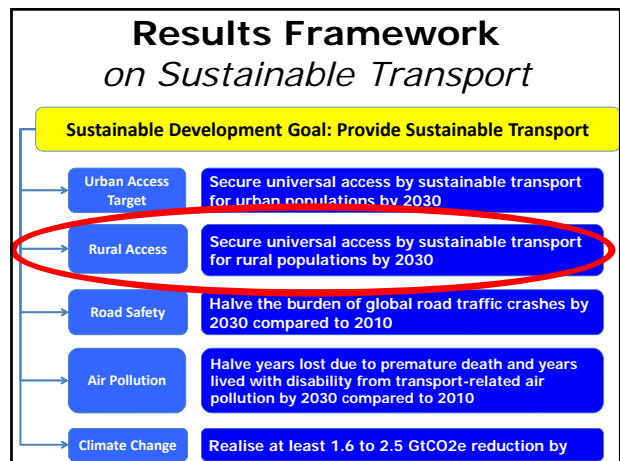
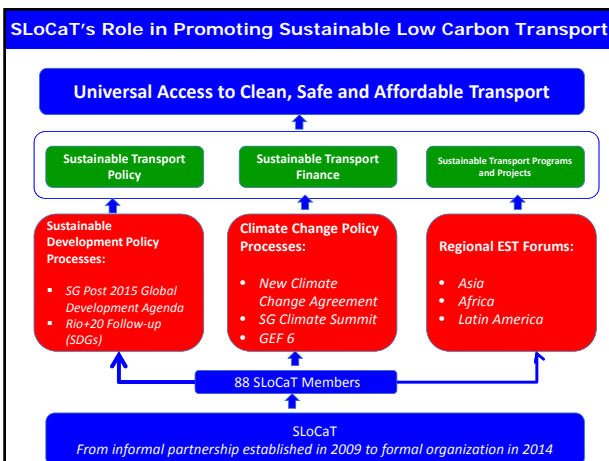
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**SLoCaT** **AFCAP**

- The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations (representing UN organizations, Multilateral and Bilateral development organizations, NGOs and Foundations, Academe and the Business Sector).
- Promotes the integration of sustainable transport in global policies on sustainable development and climate change.
- Emphasis on freight and passenger land transport in developing countries. Mainly urban orientated, but now includes rural transport in its scope.
- Wishes AFCAP/ASCAP funding to support its rural transport work
- Cornie Huizenga, 'Secretary General', SLoCaT



AFCAP possible contracts with SLoCaT and IFRTD

AFCAP Steering Committee Meeting, London, 16-17 October 2014

As a result of advocacy (including that of SLoCaT)  
The draft UN Sustainable Development 'urban' Goal 11 has a clear transport target  
"By 2030, provide access to safe, affordable, accessible and sustainable transport for all and expand public transport" . . . . ("all" refers to urban people)

**Rural people deserve and need a similar target**

But there is no equivalent rural target  
With international support, it could fit into  
Goal 1: Eliminate poverty  
Goal 2: Sustainable agriculture  
Goal 9: Promote sustainable infrastructure  
But it now seems unlikely that there will be a clear rural equivalent to the urban target

**Rural transport does not have a clear international champion.  
The danger is that rural people will be 'left behind'**

Partnership on Sustainable Low Carbon Transport

**SLoCaT Proposal** **AFCAP**

- Continuing advocacy on Rural Transport as UN General Assembly takes on finalization and implementation of SDGs (40%)
- Strengthening of global Rural Transport Community through setting up a global Dialog process on Rural Transport involving UN Agencies, PIARC, MDBs (15%)
- Detailing of indicators on Rural Transport from SLoCaT Results Framework (25%)
- Contribute to SLoCaT Financing Framework on Sustainable Transport (rural access sections) (20%)

AFCAP possible contracts with SLoCaT and IFRTD

Partnership on Sustainable Low Carbon Transport

**SLoCaT Proposal** **AFCAP**

ITEM	DESCRIPTION	DATE
1	Proposal presented at AFCAP Steering Group Meeting	16 & 17 Oct 2014
2	AFCAP-ASCAP-SLoCaT programme commences	1 November 2015
3	SSATP Meeting Nairobi	Late 2014 and 2015
4	SLoCaT Meeting New York	January 2015
5	Financing meeting London	March 2015
6	Presentation at first ASCAP SG meeting	March 2015
7	Presentation at second AFCAP SG meeting	April 2015
8	Presentation at third AFCAP SG meeting	Sept 2015
9	Dialogue established with key stakeholder groups	Regular
10	Draft Indicators developed	June 2015
11	Draft Contributions to Final Financing Framework	
12	Documents developed and disseminated	Regular as indicated
13	All scheduled Outputs	31 Oct 2015
14	Others as required	

AFCAP possible contracts with SLoCaT and IFRTD

Partnership on Sustainable Low Carbon Transport

**SLoCaT Proposal** **AFCAP**

- GBP 75,000 over 12 months**
- Based on*
- GBP 52,350 for 182 person days (85 senior, 56 intermediate, 182 junior)
- GBP 15,000 for travel cost
- GBP 7,150 for overheads (15%)

AFCAP possible contracts with SLoCaT and IFRTD

**IFRTD** IFRTD **AFCAP**

- Southern driven network and global platform to advance rural mobility for poverty reduction, growth and people's access to services
- 20 years working on 'access' including gender issues, intermediate means of transport, transport services, poverty and transport, agricultural markets, access to health etc

AFCAP possible contracts with SLoCaT and IFRTD

**IFRTD** IFRTD **AFCAP**

- Information products: Forum News, website emailed 'alerts' on publications/events

AFCAP possible contracts with SLoCaT and IFRTD

**IFRTD** IFRTD **AFCAP**

- Advocacy and policy influencing including Poverty Reduction Strategies, MDGs, SDGs, Gender, Safety, Health, etc (including French)

Observatoire sur la Pauvreté  
UKaid

**IFRTD** IFRTD **AFCAP**

- Networked research methodology (including gender, waterways, health) with one framework but several countries and approaches, leading to peer support, mutual learning and synergetic thinking and dissemination built into research

UKaid

**IFRTD** IFRTD Proposal **AFCAP**

- Issues of Forum News, on themes related to AFCAP outputs
- 'Double branded' IFRTD Forum News supported by AFCAP (AFCAP & UKaid logos)
- Electronic alerts with major coverage of AFCAP publications and events (also 'double branded')
- Website contributions and other knowledge management related work
- Budget for information products to be agreed (*envisaged maximum GBP 75,000 for 1 year*)

AFCAP possible contracts with SLoCaT and IFRTD  
UKaid

**AFCAP**

**SLoCaT and IFRTD**

- Non-profit, advocacy and networking organisations
- Specialised 'niches'
- Their aspirations and objectives overlap with those of AFCAP
- They could help AFCAP reach its logical framework targets
- Both would like 'core funding' support (*but this is not being proposed here*)
- Competitive tendering not appropriate
- The SLoCaT and IFRTD proposals are not linked
- 'Other non-profit organisations are available' (?)

UKaid

## **Annex 14**

### **Planned Procurement Systems**

## AFCAP/ASCAP PROCUREMENT

Adam Andreski, Project Director, October 2014



## ISSUES

- Limited number of experts identified under AFCAP1
- Limited number of international transport research institutions
- Need to develop national research experts
- Need to develop national/regional institutions
- Need to follow DFID policies
- Research is different from studies
- Considerable scope for improvement on Knowledge Management
- More emphasis on Capacity Building



## POLICY

- Strategy is to find the best experts on market
- Develop national research experts
- Develop national/regional institutions
- Value for Money (VfM)
- Avoidance of conflict of interest
- Efficiency (timeliness of procurement)
- Effectiveness (right things procured)
- Transparency



## Avoidance of Conflict of Interest

	Decision to go ahead with assignment	preparing terms of reference	tender evaluation	implementation including mentoring	reviewing outputs
Decision to go ahead with assignment	-	✓	✓	✗	✓
preparing terms of reference	✓	-	✓	✗	✓
tender evaluation	✓	✓	-	✗	✗
implementation including mentoring	✗	✗	✗	-	✗
reviewing outputs	✓	✓	✗	✗	-



## Rural Access Work Underway



## Passenger Transport



## Black Cotton Research?



## We are not just roads research



## Types of Procurement



- Sole Source
- Individual Framework
- Regional/International Framework
- Open Competition
- Goods & Works (exceptional)



## Sole Source



- For exceptional cases
- Must have recorded justification
- Contracts < £110,000



## Individual Framework



- Typical Assignments : developing concepts, preparing ToRs and tender dossiers, evaluating, implementing small projects, mentoring larger research projects, training and dissemination activities.
- Contract <£50,000

Expert Classification	Rate (£)	
	Maximum	Minimum
Class 1	600	400
Class 2	400	250
Class 3	250	150



## Company Framework



- 4 lots
  - International (Institution)
  - W&N Africa
  - S&E Africa
  - Asia
- Contracts <£250,000
- Set prequalification criteria listing skills
- Selection on best available fitting skills matrix



## Open Competition



- Unlimited contract value
- Approval by Steering Committee for contracts >£1m
- Would normally have a prequalification, but can also go straight to open competition



## Employment of Cardno Staff on Capacity Building or Knowledge Management from Project Funds



- Not allowed for Research or Core PMU Team
- Must demonstrate VfM
- Must be consistent with Capacity Building and Knowledge Management Strategies
- Follows individual framework procedures with call down order
- A maximum of £500,000 worth of work per year



## Governance & Transparency



- Procedures will follow approved guidelines and manual
- Steering Committee approve contracts > £1m (can do this by email circulation)
- SC meetings at least every 6 months
- DFID can audit any contract at any time
- All contracts published on web site
- Annual Work Plan published on web site
- Comprehensive record keeping for audit purposes



## Next Steps



- Steering Committee approve principles given in this presentation
- Procurement Notice for framework contracts launched within 3 weeks
- Annual procurement plan 2015 for AFCAP included in inception report



Thank you /



**Annex 15**  
**Branding of AFCAP- ASCAP**

**Branding of AFCAP and ASCAP programmes**

Caroline Visser/Global Road Links

**AFCAP**



17 October 2014



**Introduction**



- **Technical proposal** on programme branding:
  - Strong brands to be developed for AFCAP and ASCAP
  - In collaboration/partnership
  - Longer term value (intended to outlast DFID funding)

Strategic directions for Knowledge Management & Communications

2



**Considerations**



**AFCAP branding considerations:**

- AFCAP established brand (took 6 years)
- Strongly related to **longer term programme continuity**:
  - future funding
  - future management
- What do we want the AFCAP brand to stand for?
  - Quality mark
  - Community

Strategic directions for Knowledge Management & Communications

3



**Considerations**



**Establishing an ASCAP brand:**

- “Sister” programme AFCAP?
- Similarities/differences in **programme identities and programme impacts**
  - Programme focus, partners & stakeholders, outputs/solutions etc. Not yet known
- What do we want the ASCAP brand to stand for?

Strategic directions for Knowledge Management & Communications

4



Q: Initial thoughts?

Thank you /

