



Africa Community access Programme

Quarterly Report 10

For the Department for International
Development

April – June 2011

Original



Contract Reference No. CNTR 07 8113

Crown Agents Reference No. 24903

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List of Abbreviations

AFCAP	Africa Community Access Programme
ANE	Mozambique National Roads Administration
ASANRA	Association of Southern Africa National Road Authorities
CMG	Core Management Group
CTF	Consultative Transport Forum
DFID	Department for International Development
ERA	Ethiopian Roads Authority
EU	European Union
gTKP	Global Transport Knowledge Partnership
IFRTD	International Forum for Rural Transport and Development
ILO	International Labour Organisation
INSTAP	Ministry of Transport Lilongwe
IRF	International Roads Federation
KeRRA	Kenya Rural Roads Agency
LVSR	Low Volume Sealed Roads
MCA	Millennium Challenge Account
MDG	Millennium Development Goal

MOID	Ministry for Infrastructure Development
MURP	Malawi Unpaved Roads Programme
NAO	National Audit Office
PMO-RALG	Prime Ministers Office-Regional and Local Government
RAPID	Research and Practice in Development
RA	Roads Authority
RAI	Rural Access Index
RRIP	Rural Roads Investment Programme
SADC	Southern Africa Development Community
SAICE	South African Institution of Civil Engineering
SEACAP	South East Asia Community Access Programme
SIDA	Swedish International Development Agency
SSATP	Sub-Saharan Africa Transport Project
ToR	Terms of Reference
T2	Technology Transfer
UEM	University of Eduardo Mondlane
UN	United Nations

It should be noted that the BSI Symbol and UKAS Accreditation mark signify that Crown Agents operate a documented Quality Management System registered with the British Standards Institution to the international quality standard BS EN ISO 9001:2008. The scope of this registration specifically covers the provision of consultancy services in revenue enhancement and expenditure and debt management including customs, taxation and trade, institutional development, engineering and procurement management, advice and reform.



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1. Introduction

This report details the activities undertaken by the African Community Access Programme (AFCAP) Core Management Group (CMG) during the period 1 April to 30 June 2011. When referring to “AFCAP”, we refer to the Programme itself. Under AFCAP there are various the “projects”, the statuses of which are outlined in Appendix B.

The CMG manages the AFCAP Programme. Their functions include the procurement of consultants and research organisations to undertake activities on behalf of AFCAP, provide management and technical support and oversight to projects, create linkages between complimentary programmes, and to create a community of practice in the rural access sector in Africa.

This report provides updates regarding CMG performance against the programme logframe, as well as country and financial updates.

2. Spotlight on an AFCAP Project

Engaging the Media to communicate AFCAP's work

AFCAP was recently involved in journalist training for the Tanzanian Transport Sector as part of the EU funded Institutional Support to the Transport Sector Project. The journalist training consisted of a communication component, including media relations, for the sector, recommended strengthening journalist skills in the ministries and the establishment of a closer relationship with the media.

The key objectives of the course were promoting Transport Sector issues in the written media, contributing to the written journalists' skills, facilitating a dialogue between key persons in the Transport Sector and journalists and facilitating networking between journalists in the Ministry of Transport and Ministry of Works and the written media houses.

The participants were carefully selected based on their motivation and commitment to learn. Ten participants were selected and the training was both participatory and inclusive of individual instruction. Both men and women participated and the training took place in Bagamoyo from 20th to 23rd June and was linked to the Joint Infrastructure Sector Review.

The journalists visited AFCAP's Bago-Talawanda Road demonstration site and interviewed contractors, road builders and villagers. As a result a number of articles publicising AFCAP and DFID's support were printed in the national press and on online media websites. In one of the articles a journalist interviewed Ms Furaha - a 29 year old mother of two who buys commodities for her small restaurant at Kiwangwa, a divisional town on the main road to Bagamoyo district headquarters. During an interview Ms Furaha, commented on her journey:

"This road has saved us time, before its upgrading I used to take three to four hours while now it's only an hour by motorbike"

Ms Furaha added that fares had decreased from between 3-4,000 to 2,500 on the road between Ludiga village and Kiwangwa division town centre. Ms Furaha, exclaimed

"It's a big relief because now I have more time to do other things"

All-Weather Access

Currently Tanzania has approximately 91,000 kilometres of roads - but only 6,500 km are paved. Of the Tanzanian rural road network (inclusive of District, urban and feeder roads) only 1% of roads are paved - approximately 745 km. Many of the rural roads are impassable during the rainy season, once the rains come the roads may be washed away, flooded or severely damaged. AFCAP's impact seeks to contribute to improving rural physical access. A way in which we are doing this is through the research of different construction methods and techniques.

Construction techniques and materials selected must be suitable in terms of its technical performance, its economics, the needs of the road users, its environmental impact, the construction methods to be used, and the institutional structure which will maintain it. Above all, the chosen surfacing must be robust to inadequate maintenance, overloading, limited supervision during construction and extremes of climate.

Gearing

AFCAP has contributed a total of GBP£826,184 to Tanzania, Tanzania have committed GBP£2,800,000 in the form of co-financing.

The interest and involvement from Tanzania has been strong, notably buy-in from provincial delegates have been important for the success of the project at both at a provincial and national level.

In terms of the Bago-Talawanda Road we have employed Roughton International who have a full time engineer working on the project, based in the field. The proactive nature and dedication to the project have been an asset.



£10 Value for Money

Based upon the contributions from Tanzania and AFCAP for every **£1** DFID have invested a further **£3.38** has been committed from within Tanzania.

3. Tasks Undertaken in the Last Quarter

3.1 Steering Group Meeting in Bagamoyo Tanzania, incorporating a site visit

The Steering Group (SG) Meeting was held on May 12th in Bagamoyo. Twelve people attended, of which 3 were SG members, 4 were from CMG, 3 were representatives of Tanzanian ministries and 2 were AFCAP contractors. The meeting minutes and resulting actions can be found in Appendix D.

Key areas for discussion included update on: the management contract extension; progress of AFCAP with particular reference to funding of infrastructure projects and transport services; financial updates and an update on the communications strategy.

Below are photographs from the SG meeting. Left: SG following the meeting at Bagamoyo; The SG visiting the Bago-Talawanda Road demonstration site.



3.2 Low Volume Roads Design Standards Review Workshop in Malawi and completion of final report.

The Malawi workshop was held on 5th May. It was well attended by both government and private sector representatives. The workshop included a field visit to Ntchisi town, where the participants inspected conventional paved road construction adjacent to a road constructed using a unique Malawi low volume sealed road approach. Participants were highly supportive of the Malawi approach, and called for further support under AFCAP to formalise the approach and provide design guidance in Road Authority documentation. The final report of the Workshop has been submitted to the Road Authority for final verification.

3.3 Distribution of hard copies of the Ethiopia LVR Design Manual (Part A-E)

Printing of the Ethiopia LVR Design Manuals (Part A-E) has been delayed but is expected to be completed in July. The Ethiopia Road Authority is organising a training of trainers event with AFCAP support to facilitate dissemination of the manuals content ahead of the widespread distribution of the manuals.

3.4 Commencement of Surface Treatment Training in Ethiopia

The contract for undertaking the Surface Treatment Training in Ethiopia has been awarded to Roughton International. The initial visit of the training team will take place in early July.

3.5 Placement of orders for the supply of equipment for the Research Project and Knowledge Information Centre in Ethiopia

Quotations for the supply of testing, surveying and office equipment for the Ethiopia LVR Demonstration Research Project and Knowledge Information Centre will be received by the CMG in early July.

3.6 Commencement of Feasibility Study for Tanzania Road Research Centre

The CMG contributed to the preparation of Terms of Reference for a study on “The Case for Transport Research in Tanzania, its Funding and Institutional Location”. The study will be financed by DFID Tanzania under their policy support programme in the Ministry of Transport. It will specifically consider options for establishing a research centre for roads and rural transport in Tanzania.

3.7 Placement of Two more Transport Services Contracts

One further consultancy contract has been placed for the provision of Transport Services. This is with Transaid in conjunction with the Ghana Ministry of Health and is titled “Linking Rural Communities with Health Services: Assessing the Effectiveness of the Ghana Ambulance Service in Meeting the Needs of Rural Communities”. In addition, we have been working with two other consultancies to develop and finalise their Terms of Reference and Logical Frameworks and will proceed to contract placement once Crown Agents receive the Amendment of Contract from DFID.

4. Overall Performance during the reporting period (April-June 2011)

4.1 Logframe Finalisation

The logframe has now been finalised and is accordance with new DFID standards, which includes high, medium and low targets. See Section 8 for full Logframe Reporting updates.

4.2 Updates to DFID for Extension of the CMG Contract and Potential Additional AFCAP funding to cover years 4 & 5

The current Crown Agents contract for the CMG finished on 8 June 2011. Under the contract there is a provision for a further two years of management and the budget for this is included in the current project funding. A proposal has been submitted by Crown Agents to DFID and accepted and a contract extension is awaited. In addition DFID have submitted an internal request for additional funding for dispersal under AFCAP over the next two years. An outline list of projects in AFCAP countries has been identified but these need to be firmed up and in addition cognisance taken of the wish to include South Sudan as an AFCAP country.

5. Focus on Transport Services - Updates on Project Progression

Within the funding set aside for projects relating to Transport Services, Crown Agents have currently contracted three consultant. Details of these contracts can be found in the table below:

Research Organisation	Project Title	Contract Value	Country	Start Date	Est. End Date
Developing Technologies, UK	Improving access to emergency health services in rural areas	£32,900	Ghana	March 2011	Sept 2012
Transaid	Assessing the Effectiveness of the Ghana Ambulance Service in Meeting the Needs of Rural Communities	£134,100	Zambia	May 2011	Nov 2012
University of Pretoria	Supply and pricing strategies for rural minibus-taxi service providers	£18,959.48	Republic of South Africa	April 2011	Dec 2012

Developing Technologies have commenced work and have now recruited a volunteer through “Engineers without Borders”. The successful candidate, who is taking a sabbatical from her own design company to take this placement, will mobilise around the 25th July. The Consultant is working with their local partner, Disacare, to submit an updated work plan which will show the trials of the ambulance service will begin in mid-October. We are expecting their Inception Report in July 2011.

The University of Pretoria commenced their research programme on 1st May 2011. A graduate student has been identified and been briefed about the research project. The student is already based in the research area and has identified and begun scheduling meetings with the appropriate local stakeholders. In addition, the case study for the contract has been identified. We are expecting their Inception Report in July 2011.

Transaid are in the process of signing a Memorandum of Understanding with the Ministry of Health in Ghana. The Project Manager/Transport Assessment Specialist and Lead Technical Specialist are travelling to Ghana at the beginning of July to kick off Work Programme One and meet with the relevant local stakeholders. Work Package Two, an evaluation of the effectiveness of Ghana Ambulance Service as a provider of rural access to emergency healthcare is due to start in October 2011.

In addition, we have agreed Terms of Reference and finalised the Logical Frameworks of a further two Transport Services projects. These are detailed below.

Research Organisation	Project Title	Contract Value	Country	Est. Start Date	Est. End Date
KENDAT	Rural Logistics for Smallholder Farmers to Meet New Agricultural Demands	£79,662.00	Kenya	August 2011	April 2013
Help Age (Tanzania)	Learning with older people about their transport and mobility problems: focus on improving access to health services.	£59,580.00	Tanzania	August 2011	March 2012

We will proceed to contract placement with these projects once Crown Agents receive the Amendment of Contract for the next two years from DFID.

Discussions have been in progress with the sixth consultant but to date, the Consultant PRRINN/MNCH have declined to submit a revised financial or technical proposal based on suggestions for improvement we made to their original submission. As such, we will not be taking this proposal forward at this time.

Crown Agents contract with I.T. Transport Limited expired on 8th June in parallel with the CA contract. Following receipt of the contract extension CA will recruit a Consultant to assist in developing a strategy for the future of Transport Services under the AFCAP programme.

6. Country Programme Reports

6.1 Updates from Mozambique

The research project in Mozambique is progressing with the monitoring of trial sections now being undertaken on a systematic basis by TRL and the Road Administration (ANE). TRL has received a new contract from ANE to extend their support to a larger number of roads. This contract is funded from Swedish support to the sector. ANE is now utilising AFCAP low volume sealed road design approaches on a road upgrading project funded by the government in Zambézia province.

6.2 Updates from Ethiopia

The CMG is facilitating a study visit by the management team of the new Ethiopia Knowledge and Information Centre (KIC) to the Council for Scientific and Industrial Research (CSIR) in South Africa. The purpose of the visit is to learn from CSIR experience in developing and operating knowledge management systems, as well as to receive guidance from CSIR on the preparation of a business plan for the KIC. The study visit is expected to take place in September.

The AFCAP Ethiopia research project is now underway. A detailed work plan has been prepared by the consultant (TRL) for agreement by the Road Authority (ERA). A visit was made to Ethiopia in June by an expert on graded aggregate seals (Otta Seals) to assess the availability of natural materials for use in Otta Seals on two research sections. TRL will carry out the first phase of training for the ERA Research Department staff in August. Meanwhile ERA has launched a project that is establishing a new Road Research Centre. This project is supported by the World Bank and is also receiving advice from TRL. The CMG is in discussion with ERA and TRL on streamlining these two research projects to ensure a coordinated approach. Capacity constraints in ERA are likely to contribute to delays in the implementation of both projects.

Procurement of equipment for the KIC and research projects is being managed by Crown Agents in UK. Bids from suppliers are expected to be received in early July.

Progress has been made in the quarter on the updating of ERA's design manuals and specifications for higher traffic roads, AFCAP consultants have now submitted drafts of the new Geometric Design Manual, Pavement Design Manual, Rehabilitation Design Manual, the Standard Specifications for Road Works, and the Standard Drawings. The draft of a new Site Investigations Manual will be submitted to ERA in early July and the new Geometric Design Manual is about 50% complete. Peer Review Group (PRG) meetings were held in Addis Ababa in June on the Specifications and Drawings. PRG meetings for the Geometric, Pavement and Rehabilitation design manuals are scheduled for August.

The CMG and AFCAP consultants have also prepared standard Terms of Reference for design and supervision consultants on low volume roads and Standard Specifications for labour based construction of wereda (district) roads. These documents will be applied on the Universal Rural Roads Programme (URRAP), which aims to upgrade 70,000 km of rural roads to all-weather standard over a five year period. An AFCAP consultant is currently finalising a new Wereda Road Manual that provides specific guidance on the upgrading and maintenance of earth and gravel roads.

ERA is arranging a training of trainers event for the new LVR design manuals, which is expected to be held in Addis Ababa before the end of July. ERA is receiving support for this training from the Crown Agents office in Addis. This project will include the preparation of training materials that will be used for the roll-out of a national training and awareness programme.

An additional contribution of £65,000 was made available from the DFID Ethiopia Rural Travel and Transport Programme (ERTTP) to support additional consultancy inputs to the preparation of manuals and the training of trainers.

A contract has been awarded to Roughton International to carry out training of contractors and consultants in surface treatment design and construction techniques. This will restore capacity in the local industry to build durable thin bituminous seals for lower traffic roads, as an alternative to expensive asphaltic concrete, which is currently widely used in Ethiopia. The initial visit by the training team will take place in July.

6.3 Updates from Tanzania

Progress was made in the quarter with the construction of the research site in Bagomoyo district. The contractor has completed most of the earthworks and drainage works, as well as concrete strip surfacing. The construction of bituminous seals is scheduled to commence in July. The site is starting to attract attention and was used for training of journalists under EC support to the Ministry of Transport. It was also visited by members of the AFCAP Steering Group in May.

Tenders for the construction of the research sections in Siha District are currently being evaluated by the District Engineer. It is expected that construction will commence in the next quarter. The CMG is negotiating a contract extension for Roughton International to enable them to maintain their presence on the site. Completion of the contract will be subject to the release of additional funds to be disbursed under AFCAP over the next two years.

Data for the monitoring of the relative impact of the maintenance trail contracts in Dodoma Region was collected in May. Maintenance works in all three participating districts is expected to be underway using different forms of maintenance contract in the next financial year (commencing July 2011).

6.4 Updates from Malawi

The diagnostic study on low volume roads design standards is now largely complete. The findings of the study are highly relevant to other countries in the region, particularly Kenya, Uganda and South Sudan, which have similar soils and climatic conditions to Malawi. The CMG has prepared draft TORs for the next phase of the study: preparation of a design manual for low volume roads based on the DCP (Dynamic Cone Penetrometer) method and preparation of standard tender documents and specifications.

6.5 Updates from Kenya

The CMG is facilitating a training/study visit to CSIR in Pretoria for a delegation from Kenya. The delegation will obtain training on the DCP design method and will visit roads constructed under the DFID-funded Gundo Lashu programme. Some of the design standards developed under Gundo Lashu are now being trialled in Kenya. The study visit is part of preparations for a new AFCAP project in Kenya, which will include the construction of research/demonstration sections using the LVR design approach pioneered in Malawi, as well as the Gundo Lashu labour based construction techniques.

Meanwhile the Kenya Rural Road Authority has established a new Research and Development Unit and is recruiting a manager. The CMG is considering options for capacity building support to this unit.

6.6 Updates from South Sudan

The AFCAP Technical Manager visited Juba in South Sudan from 5th to 8th June. He attended a meeting of the Technical Committee on Feeder Roads at the Ministry of Transport and Works offices, where he presented AFCAP activities in other participating countries, and led a general discussion on constraints faced by the GOSS in the roads sector. Opportunities for AFCAP support were identified. Hard and electronic copies of the new Ethiopia Design Manuals for Low Volume Roads were handed over to the committee.

The findings of the visit were that the GOSS and road sector implementing partners are receptive to the idea of participating in AFCAP. The AFCAP work on design standards for Ethiopia and Malawi is particularly appropriate. The CMG is now preparing a formal invitation for SS to participate in AFCAP, and to nominate a Host Organisation and an AFCAP Coordinator. Preparations are underway for a two day training seminar/workshop in Juba on road design standards, which is expected to be held in the next quarter. Draft concept notes are being prepared for the construction of research/demonstration sections using the Malawi LVSR design approach.

6.7 Updates from the wider region

Enquires have been received from the Uganda Ministry of Works Mount Elgon Training Centre to participate in AFCAP. The Uganda government is constructing 300 km of low volume sealed roads in 23 districts. At present AFCAP support is limited to sharing information on work done in Malawi and the proposed development of research sites in Kenya.

7. Communications & Dissemination

Key Communications activities that took place during the last quarter:

- A three day journalist training course was incorporated as part of the EU Institutional Support to the Transport Sector Project. As part of this course a site visit to an AFCAP demonstration site was incorporated. Following the training course articles regarding the impacts of the AFCAP demonstration site have been printed in the national press and we currently await scanned copies. Meanwhile we have sourced the following story that was developed by one of the journalists that attended the training course. See the story [here>>](#)

Below are some photos of the journalists consulting villagers as part of the AFCAP demonstration site visit.



We anticipate the following Communications activities to take place over the next six months:

- CAPSA conference (Conference on Asphalt Pavements for Southern Africa) we tentatively propose to send two speakers to present on AFCAP's works. The conference is well attended by an international audience - last year AFCAP representatives were sent from Kenya to Australia in a similar conference. The representative Eng Kogi from Kenya, then reported back (both written and verbally) at the AFCAP practitioners meeting held in Addis Ababa last September. This conference will provide a valuable opportunity for knowledge exchange, networking and an opportunity to raise awareness of AFCAP's research to a wider audience.
- The 5th Africa Transportation Technology Transfer conference (T2) will be held in Arusha in November, it is held every two years, is well attended by the rural roads and rural access community and we expect to have approximately 150 attendees from throughout Africa in attendance. We intend to send 4 speakers who will present in the thematic areas of Rural Accessibility and Mobility – specifically they will present on Standards and Specifications for Low Volume Roads, Low Cost Surfacing of Low Volume Roads and Labour Based Technology in Construction and Maintenance of Rural Roads, they will also lead/facilitate break out discussion groups throughout the week.

In addition to providing key speakers, who will use practical research collected from AFCAP projects as case examples, we also intend to send 2/3 representatives from each of AFCAP's five core countries (Malawi, Mozambique, Kenya, Tanzania, Ethiopia) and also South Sudan. This knowledge sharing event will be a capacity building exercise for those that attend and the CMG will take the opportunity to have a meeting of our own in which we can introduce the different AFCAP country representatives to each other and again provide an opportunity for lesson learning and networking.

8. Gender in AFCAP

It is clear from our work and research in the rural roads sector in Africa that it is largely male dominated. This is no different from the construction sector in developing countries. Very few women are employed in the road sector so there are only limited opportunities for female engineers to participate in AFCAP research projects, training courses and meetings. We recognise a need, in the road sector as a whole, in both developing and developed countries, for institutional changes that would provide more opportunities for women. We are supporting this process within the limits of our resources and within the core objective of AFCAP to promote research in the sector.

The increasing focus on gender issues in AFCAP is being monitored through log frame Output Indicator 1.4 as demonstrated below. Tracking the participation of women has been a focus of our efforts to date although more recently we have introduced more proactive approaches (notably the extra clause in the consultancy contract which is described below). Additionally, based on past experiences, we have recognised some other ways of increasing the participation of women.

Figure 1 : Output 1 Indicator 1.4 of the Logframe

OUTPUT 1	Output Indicator 1.4		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)
Generation and/or validation of evidence for effective policies and practices to achieve sustainable, equitable and affordable community access	Mainstreaming of gender in evidence generation and validation.	Planned	0 activities	(H)100% (M)80% (L)50 of projects that collect socio-economic data have undertaken gender-disaggregated analysis	Attendance of women at all AFCAP conferences & workshops is at least (H)20% (M)15% (L)10%	Mainstreaming of gender awareness highlighted in (H)all (M)80% (L)50% of new contracts.
		Achieved	0 activities	100% achieved		
		Source	Data collected by researchers (presented in reports where appropriate)			

The logframe indicator requires that by 2012 the attendance of women at all AFCAP workshops and conference will have increased. At the AFCAP Practitioners Conference in November 2010 the female attendance was 5%. For the next conference we plan to highlight in all invitation letters that female candidates are particularly encouraged to attend. We did not impose a quota system, but this could be considered in the future. We would welcome advice from DFID on the best approach for this.

We have achieved the first milestone (100% of projects collecting socioeconomic data have undertaken gender disaggregated analysis) via the following projects:

GEN018: Objective – To develop a mobility booklet that will raise the visibility of the transport challenges faced by children and young people in sub-Saharan Africa through the medium of their own voices. It will encourage debate around young people’s mobility and the transport they need for accessing the services and other facilities and activities important to their lives.

MOZ004A: Objective of the assignment was to undertake research on using road works to enhance community water supplies on a larger scale in arid areas in Mozambique.

The objective will be achieved through:

- Phase 1: Feasibility study based on an evaluation of existing road crossing structures that retain water and use of borrow-pits by local communities
- Phase 2: The identification of sites for the construction of new structures for research and demonstration purposes, construction of demonstration structures and borrow-pit improvements, and evaluation of the impact of the works
- Phase 3: Preparation of a Community Road Ponds manual for Mozambique.

TAN019 – I have attached the TORs and latest report which highlights that baseline socioeconomic data is currently being collected. This data should feature in the next report.

The overall objective of the assignment is to understand the nature of existing maintenance systems and to develop more efficient and effective maintenance operations on district roads in Tanzania.

A major success of AFCAP has been our emphasis on only supporting Partner Government led research. In terms of the projects that AFCAP funds the focus is not specifically on gender and the projects generally fall into one of the following five categories:

- Road construction trials and adoption of appropriate road design standards and specifications
- Research on rural transport services
- Workshops and study tours (knowledge exchange between institutions)
- Training and uptake of best practice
- Development of national capacity for rural transport research.

The constraint therefore on the programme is the selection of the type of research project is decided by the Partner Government. In recognising that, at an institutional level of AFCAP, we have recently introduced a new clause in all consultancy contracts that highlights the importance of consolidating gender issues in the rural roads sector. The clause requires the service provider to *“ensure that gender issues in the rural roads sector are given priority at all stages of the process. This includes strategies to increase the number of women engineering/practitioners and their positioning at decision-making and policy influencing levels. Gender disaggregated data will be collected at all workshops, seminars and training events held under the auspices of the project”*.

By doing this we will be able to influence the direction of the projects and the way women participate. We highlight this clause during contract proceedings and discuss practical measures to fulfil its requirements with the service providers, stressing the need to include relevant data as part of their outputs.

During the lifetime of AFCAP we have collected gender disaggregated data wherever possible. For example, on provincial training courses held in 15 towns in Mozambique an average of 6% of attendees were women.

We anticipate that our upcoming research projects in Transport Services will increase the contribution of AFCAP to addressing gender issues in rural areas. A significant proportion of the research is around improved access to health facilities, particularly for pregnant women. This will contribute to MDG 5 – improving maternal health.

As an example, Contract GEN/060/C, has been placed with Transaid in association with the Ghana Ministry of Health. They recognise that the headline level of maternal mortality is significantly worse in Africa than elsewhere in the world and that the indicator is getting worse not better. Two of the key objectives of the project are related to improving maternal health:

- Development of a robust evaluation framework to understand the interaction between physical access and maternal mortality;
- Understanding the impact that a well-managed nationally available ambulance service can have on the level of maternal mortality in rural Africa caused by poor physical access.

A further example is provided by Contract GEN/060/A which has been placed with Developing Technologies in conjunction with the Government Health Authority in Kafue District, Zambia. The key objective of the contract is to improve access to emergency health services in rural areas by carrying out trials of a pilot transport service based on a motorbike ambulance trailer. This will enable us to gain the field experience needed to evaluate the effectiveness of the concept and to promote and disseminate it on a wider scale. The consultant recognises that improving access to health services is a very important component of improving access for rural communities. They consider it to be a priority need for rural households, particularly in cases of emergency. They are basing their objective on findings that suggest that that improving access to health services is shown to be a major factor in reducing infant and maternal mortality rates (MDGs 4 and 5).

The above contracts in the area of Transport Services are still in their infancy; however, we would expect to receive results by mid-2012. Full Terms of Reference for both contracts are attached to this document.

In terms of the meetings run by the Core Management Group, notably our bi-annual Steering Group meetings, we have actively encouraged female representation. The AFCAP Steering Group is currently made up of 9 members, 2 of which are female. We are currently searching for 2 more members to replace those that have left, and are hoping to attract female nominations to ensure a more equal gender representation. We do not have a quota system in place however our approach aims to achieve an increased representation of women in the leadership and membership, with the ultimate aim of equal representation.

9. AFCAP Performance against the Logframe Purpose and Outputs

9.1 Impact

To promote improved rural physical access in sub-Saharan Africa

9.1.1 Impact Indicator 1

The percentage of the population in sub-Saharan Africa (tracked in five focus countries) who live within two kilometres of an all-season road as a proportion of the total rural population.

By tracking the Rural Access Indicators of core AFCAP countries, AFCAP seeks to contribute towards this impact. Milestone 1 (2010) and the baseline were both 36%, and this has not changed to date. By the end of the project (2013) we expect that AFCAP contributes to its increase of up to 38%.

We are aware that the way in which countries measure this data varies and data sources vary. We have chosen to use World Bank as the continual data source. It is envisaged, by the World Bank, that countries feed their data up to them however there is also an acknowledgement that updating data by the World Bank is somewhat delayed. AFCAP continues to check the World Bank data for updates and always applies the latest data available.

9.1.2 Impact Indicator 2

Total % of rural low volume roads sustainably maintained, in focus countries

Using a well-known indicator from the International Road Federation (IRF) AFCAP tracks percentage of roads in good and fair condition to develop this indicator. This data is updated annually and therefore gives a precise % of the roads and is sourced from the countries themselves.

This data compliments the first (above) and assumes that if roads are in better condition people will move closer to them with a view to having improved access to markets.

9.2 Outcome

9.2.1 Outcome Indicator 1

Recommended standards applied and adopted

In regards to Milestone 2 (2012) we have surpassed the low and medium expectations and are now on track for achieving the highest level of achievement (8 standards applied and 2 adopted). To date we have in fact applied 18 standards and have had one of these adopted in Malawi. A central challenge for AFCAP, as with many other development programmes, is influencing the policy processes – whilst the research techniques that AFCAP develops may be applied in certain sections of roads the challenge remains for adoption into policy to take place. This is not a linear process and AFCAP continues to engage as much as possible with decision makers. A key influencing factor in for AFCAP to meet, face to face with policy makers and this is done wherever possible.

9.2.2 Outcome Indicator 2

The Community of Practice

In regards to Milestone 2 (2012) of the Community of Practice in Africa we have surpassed the low and medium expectations and are now on track for achieving the highest level of achievement. As of June 2011 we have 530 members and therefore on track for achieving the highest level of 750 by 2012.

9.2.3 Outcome Indicator 3

Concrete examples of change (applied or formally adopted), influenced by AFCAP research, that will be applied to # km of road (before 2020) in focus countries.

To date 196 km of road have been built. Until these are applied elsewhere or adopted into policy the potential for influence is limited. We expect this to rise however as application and adoption rises in the next phase of AFCAP.

In order for this Outcome to be sustainable AFCAP also plans a second indicator that addresses rural access research programmes. By the end of 2012 we anticipate a Research Road Research Programme being active in Ethiopia, although that has not yet been achieved preparations are underway.

9.3 Output 1

Generation and/or validation of evidence for effective policies and practices to achieve sustainable, equitable and affordable community access

9.3.1 Output Indicator 1.1

Research Projects Completed

In regards to Milestone 2 (2012) we have surpassed the low and medium expectations and are now on track for achieving the highest level of achievement (28 projects completed). To date 21 have been completed.

9.3.2 Output Indicator 1.2

New knowledge produced and quality-assured in infrastructure

The level of engagement varies between countries we have developed the following ranking system which highlights the engagement of each steering group (SG). The ultimate aim in the case of each SG is that they will quality assure research reports and other reports developed in their respective country.

So far the following has been achieved.

0 = SG not established – all countries have achieved this

1 = SG Established – all countries have achieved this

2 = Meet only when AFCAP CMG call the meeting – Kenya, Malawi, Mozambique have achieved this

3 = Meet on a regular basis Ethiopia, Tanzania have achieved this

4 = Meet & engage in peer review activities - all countries are yet to achieve this

Wherever possible the SG is built upon existing institutions

In addition to tracking the progress of the SG's in each country we also track the composite publication index score of 11.5 in 2008 and 48 in 2009 in accordance with DFID's approach to Monitoring and Evaluation of Research Programmes. AFCAP's performance has been greatly enhanced by the development of a number of papers for the Practitioners Workshop. Encouragingly, of the **36 papers** produced for the Practitioners Conference, producing 90 points; **72% were authored by AFCAP Core Country representatives**. In light of this achievement, and the number of papers produced to date we have raised our milestone from 120 to a more ambitious target of 300. (Note we have no change in the reporting of this indicator from last quarter).

9.3.3 Output Indicator 1.3

New knowledge produced and quality-assured in transport services

Currently, Crown Agents have contracted three consultants in the provision of Transport Services, in addition, we have agreed Terms of Reference and finalised the Logical Frameworks of a further two Transport Services projects.

9.3.4 Output Indicator 1.4

Mainstreaming of gender in evidence generation and validation. Earlier this month we were asked to discuss in more detail how AFCAP incorporates gender within its practices. We have included our short report on this – please refer to Section 8.

9.4 Output 2

The enhancement of capacity to improve community access in Africa

9.4.1 Output Indicator 2.1

Training materials developed to fill gaps and reflect latest research and best practice knowledge

In regards to Milestone 2 (2012) we have surpassed the low expectation and met the medium expectation of developing and delivering two sets of training materials. To date 624 people have been trained using these materials.

9.4.2 Output Indicator 2.2

Knowledge and awareness of best practice in the delivery of community access in Africa

We have been incorporating evaluation sheets in all of our training courses and have been collecting data to identify where capacity is lacking. We are also in cooperation with Engineers without Borders who are engaging in a large, continent-wide skills assessment, knowledge awareness and training needs assessment questionnaire. We will be promoting that in our next email update that goes to the Community of Practice.

9.4.3 Output Indicator 2.3

The number of non-AFCAP funded training courses conducted that use AFCAP training material

There has been no change since QR 9. Training materials developed under MOZ/001E are now being used for further training in Mozambique financed by the government. We expect the materials to be taken over by the National Contractors Federation for longer term use. The Ethiopian Road Authority has indicated that materials developed under ETH/075 (Surface Treatment Training) will be used for further courses funded under an EC grant. The materials will soon be available on the AFCAP website.

9.5 Output 3

Knowledge exchange amongst institutions involved in rural transport provision in Africa

9.5.1 Output Indicator 3.1

Dissemination and knowledge exchange activities including research workshops, study tours undertaken and dissemination collaboration with partners.

There has been no change since QR 9. There have been 5 activities in this quarter and 28 to date against a target of 40 by 2011.

9.5.2 Output Indicator 3.2

The number of different Infomedia websites that provide links to the AFCAP website.

There has been no change since QR 9. The website has been redesigned; we currently have 8 infomedia links that are connected to the AFCAP site against our target of between 20-50 by 2012.

9.5.3 Output Indicator 3.3

Facilitation of knowledge exchange within the rural access sector.

In regards to Milestone 2 (2012) we have surpassed the low and medium expectations and are now on track for achieving the highest level of achievement (20 local partners engaged). We are currently working with 10 local authorities throughout the AFCAP core countries.

9.6 Output 4

The uptake of research knowledge and innovative approaches on rural road infrastructure and transport services

9.6.1 Output Indicator 4.1

Recommended standards developed

In regards to Milestone 2 (2012) we have surpassed the low expectation and met the medium expectation of developing five standards. We have developed these for Ethiopia and are on our way to developing more elsewhere.

9.6.2 Output Indicator 4.2

Number of new/revised policies on rural access informed by research findings at the national authority level or regional institutions

No change from QR7 and QR8. At the present time there are also no new or revised policies. This will take time to achieve and in some cases may be outside of the lifetime of the project. There is, however, considerable potential to influence policy on the provision of low volume roads in Malawi, Mozambique, Kenya and Tanzania if sufficient resources are available for AFCAP. It is expected that new policies for district road maintenance will be achieved in Tanzania as a result of AFCAP research.

9.7 Output 5

Management & development of AFCAP

9.7.1 Output Indicator 5.1

Development of international stakeholder participation in and ownership of the AFCAP programme

An AFCAP Steering Group meeting was held in Bagamoyo, Tanzania in May 2011. The next meeting is proposed for either London or Maputo in November. The total number of meetings to date is five, and we are on track to meet the logframe's milestone of 8 meetings by 2012.

Location	Date
Brussels, Belgium	March 2009
Lilongwe, Malawi	October 2009
London, UK	June 2010
Addis Ababa, Ethiopia	November 2010
Bagamoyo, Tanzania	May 2011

9.7.2 Output Indicator 5.2

Value for Money

We will await the next DFID Annual Review (estimated to take place in November 2011). Meanwhile, in accordance with our logframe milestone (2012) all consultants have, to date, been paid within 21 days of their invoice submission.

10. Financial Report

10.1 Programme Expenditure

Appendix D provides the financial report, showing disbursements and commitments made to date. Please note that some committed costs may vary, as a result of exchange rate fluctuations for commitments in currencies other than sterling and depending on actual invoiced amounts where reimbursable costs have been estimated. A summary of the overall financial position is shown below:

- A further GBP 228,026.84 was disbursed for the quarter to June 30th 2011.
- Commitments amount to an estimated further GBP 1,758,629.14.
- The summary, as detailed below, shows that GBP 748,837.75 remains uncommitted.
- Engagement from the partners, particularly the Ethiopian Roads Authority (ERA) continues to be strong. AFCAP remains partner led and we attempt to develop and strengthen relationships in order to expand the scope and impact of AFCAP. We continue to seek further funding from other donors to ensure long-term Programme sustainability.

We have also included the potential pipeline in Appendix D which currently stands at approximately GBP 3.47M.

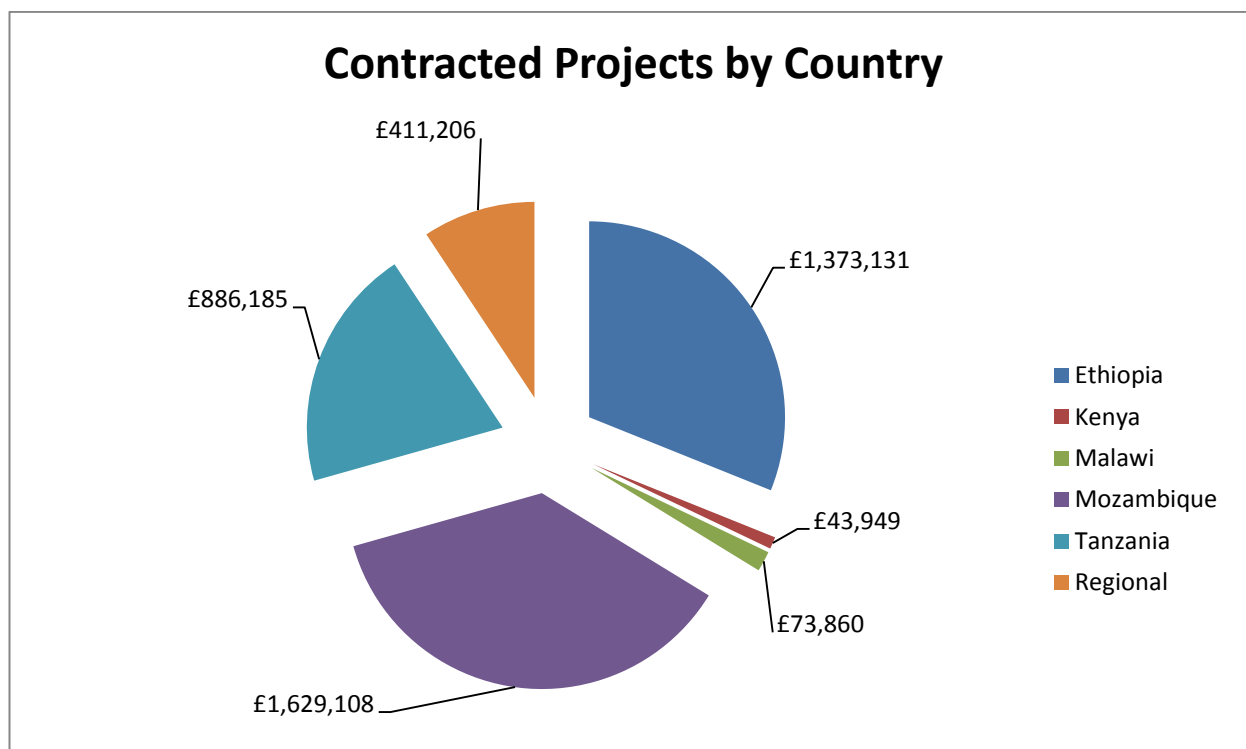
Summary Financial Report at 30 June 2011

Disbursements @ 30 June 2011	2,658,809.89	
Commitments @ 30 June 2011	1,758,629.14	Current total contracted value less disbursed above
CA Bank Interest	2,697.66	
Confirmed Pipeline	288,606.57	
CMG Contract 2008 to 2011	1,222,419.00	
CMG Budget 2011 to 2013	820,000.00	
Total	6,751,162.25	
AFCAP Programme Budget	7,500,000.00	
Remaining Balance	748,837.75	includes funding for Transport Services projects and £150K as a contingency for possible overrun for contracted projects

10.2 Country data at a glance

The following pie charts are displayed by country. For the full breakdown of individual projects and their values please see Appendix C. Throughout the Programme AFCAP has applied the four-way test. This is a filter for all projects considered for inclusion in the programme. Projects must satisfy all of the following criteria:

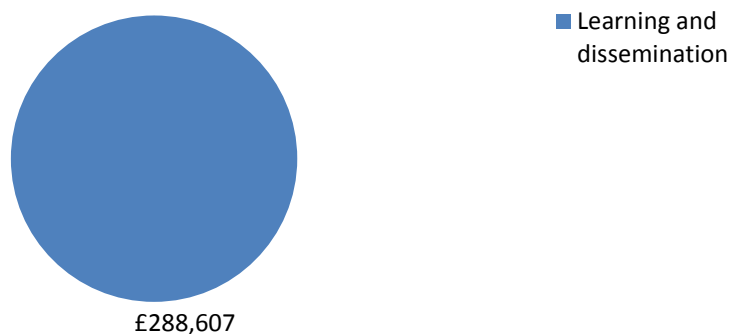
1. Have strong local ownership
2. Involve mainly research or knowledge sharing
3. Contribute to sustainable improvements to rural access
4. Contribute to national or regional capacity development.



CONTRACTED

Ethiopia	£1,373,131
Kenya	£43,949
Malawi	£73,860
Mozambique	£1,629,108
Tanzania	£886,185
Regional	£411,206
Total	£4,417,439

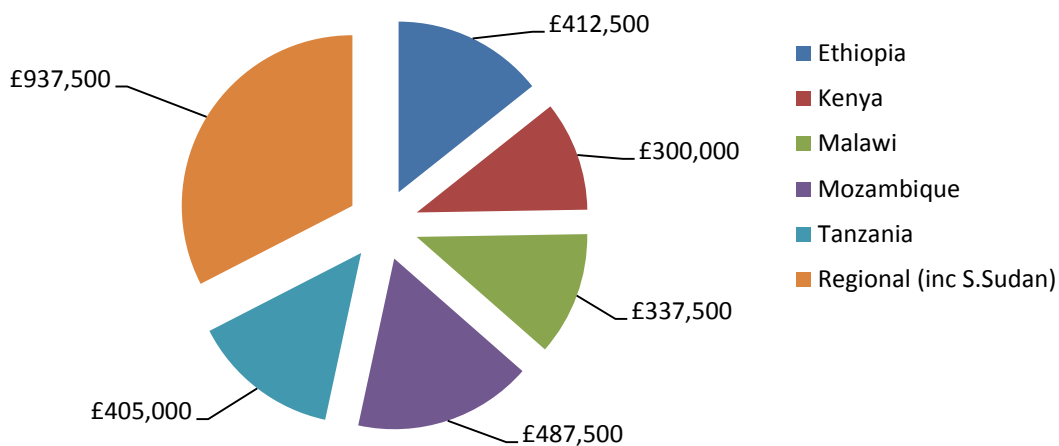
Confirmed Projects by country



CONFIRMED

Learning and dissemination	£288,607
Total	£288,607

Potential Pipeline by country



POTENTIAL

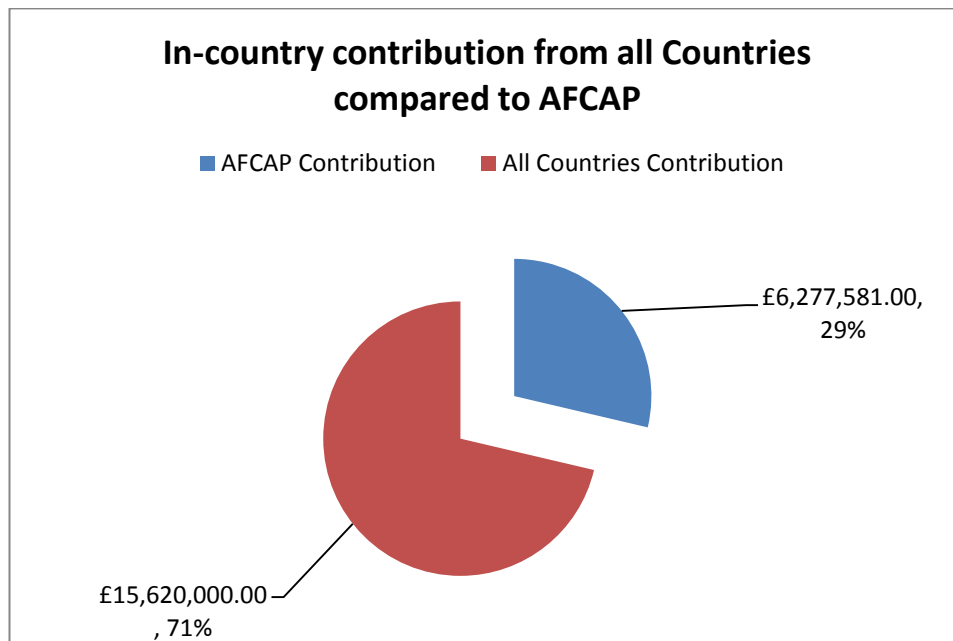
Ethiopia	£412,500
Kenya	£300,000
Malawi	£337,500
Mozambique	£487,500
Tanzania	£405,000
Regional (inc S.Sudan)	£937,500
Total	£2,880,000

10.3 CMG Contract

Up to and including 8th June 2011, expenditure on CMG fees and reimbursable totals GBP1,125,439.12 approximately 92% of the contract value.

10.4 Donor Funding

Current donor funding is encouraging and we have the following estimated new and existing contributions. **For every £1 invested by AFCAP a further £2.49 is, on average, generated by in country contributions.**



11. Proposed Tasks for the Next Reporting Period

1. Preparation of updated prioritised workplan for AFCAP years four and five.
2. Development of new research projects in all AFCAP participating countries
3. Training of trainers event on the new Ethiopia Low Volume Roads design manuals
4. Submission of final drafts of the updated Ethiopia Standard Specifications and Standards Drawings for Road Works, the new Standard Specifications for labour based gravel and earth roads, and the new Wereda Road Manual.
5. Study visit by Ethiopia KC management team to CSIR in South Africa
6. Delivery of equipment to ERA for KIC and research project
7. Commencement of training on surface treatments in Ethiopia
8. Training workshop on the DCP design method and study visits for Kenya officials in South Africa.
9. Selection of sites for construction of research sections in Kenya
10. Commencement of phase 2 of Malawi design standards review project
11. Formalisation of South Sudan participation in AFCAP and two day training workshop on design standards.
12. Extension of Roughton's contract to cover additional time for the Bago Roads demonstration project and for the supervision of Siha demonstration site.
13. Appointment of TS consultant and review and identification of new TS projects.

Appendix A: Donor Funding

Partnerships developed with Partner Governments and Development Partners to promote sustainable funding for community access research in Africa.

In regards to the column, 'Amount of contribution from funder', the lower box on each line represents existing commitments in relation to which AFCAP research activities are being conducted or are influencing the approach. For example many of the existing commitments include construction already budgeted by government, but for which alternative techniques are now being used for research purposes. The upper box represents new commitments which are being earmarked specifically for research or other AFCAP activities.

Donor Funding

Country	Project title/ explanation	Funder	Amount of contribution from funder	Contribution from AFCAP	Comment
Mozambique	Construction of Targeted Interventions for rural roads, research into appropriate design standards, training of contractors.	Government of Mozambique, Sweden and DFID sector budget support	Extension to training contract £200,000	<i>£1.6 million for design of sites and training (already contracted)</i>	Research not being undertaken on all sites. Training provided to wider construction industry.
			Extension to TRL contract for supervision of phase 3 sites £100,000		
			<i>Total construction costs £10 million.</i>		
Tanzania	Construction of demonstration sites for all weather district access roads	Tanzania Road Fund		£400,000 <i>(already contracted)</i>	
			<i>£1,400,000 committed for construction by Road Fund</i>		
Tanzania	Research into optimal maintenance systems for district roads	Tanzania Road Fund		£400,000 <i>(already contracted)</i>	Annual maintenance budget
			<i>£1.4 million committed by Road Fund</i>		
Malawi	Review of low volume road design standards	Malawi Road Fund	<i>£10,000 already committed from Road Fund for</i>	£30,000 <i>(already contracted)</i>	Materials testing

			<i>materials testing</i>		
Ethiopia	Preparation of design manuals and standard bidding documents	Government of Ethiopia, DFID Ethiopia programme		£600,000 <i>(already contracted)</i>	
			<i>£270,000 already committed from Govt and ERTTP</i>		
Ethiopia	Construction of research and demonstration sites	Government of Ethiopia		£300,000 <i>(already contracted)</i>	Estimated costs
			<i>£2 million ERA commitment to provide funds for construction of sections</i>		
Ethiopia	Establishment of Technology Transfer Centre in Road Authority	Government of Ethiopia		£50,000	Procurement of technical assistance and equipment underway.
			<i>£40,000 Co-funding proposed by ERA</i>		
Ethiopia	Surface Dressing Training	Government of Ethiopia		£110,000	Contract awarded to Roughton
			<i>£200,000 Co-funding proposed by ERA for establishment of training sites and participation of local training institution</i>		

Appendix B: Regional Project Report

Active projects

Ref Number	Project Title	Project Description	Activity Type Output	Status
ETHIOPIA				
AFCAP/ETH/005A	Development for Pavement Design Standards for Low Volume Roads in Ethiopia	To develop and demonstrate alternative pavement design and surfacing standards for Low Volume Roads in Ethiopia, and to disseminate the application of these standards to stakeholders in the federal and regional governments, the private sector and academic institutions. Duration of project is 40 months	Company consultancy (TRL) Improved design standards and specifications for low volume roads.	TRL and ERA have agreed a two year research programme. Materials investigations and training was carried out in June for Otta Seal research sites. Further training a site investigations planned for August.
AFCAP/ETH/005/X	Testing Equipment for regions	Procurement of equipment required for the technical monitoring of the research/demonstration sites. Equipment to be supplied under MOU with ERA.	Procurement of goods.	Procurement underway. Bids received and being evaluated.
AFCAP/ETH/005/B-L	Design Standards for Low Volume Roads - geometric and structures design manuals and standard bidding documents	To prepare manuals for the planning, design, construction and accompanying standard bidding documents for low volume roads in Ethiopia. These manuals will promote rational, appropriate and affordable implementation of projects providing low volume roads that makes appropriate use of local resources and is cost-effective and sustainable. Project also includes updating the	A series of individual consultancies and discussion/dissemination activities. Design manuals and standard bidding documents.	Printing of new LVR manual Parts A-F underway in Addis. Part G (Wereda Maintenance Manual) undergoing desk top publishing. New Site Investigations Manual complete. Updated Standard Specifications and Standard Drawings discussed with Peer Review Group in June. New specifications for labour based wereda roads complete.

Ref Number	Project Title	Project Description	Activity Type Output	Status
		existing series of ERA design manuals for higher traffic roads and preparation of a new Geotechnical Design manual. Duration 12 months (extended).		New standard bidding documents (minor and micro works) complete. New Geotechnical Design manual in progress. Preparation of training materials for LVR manuals in progress.
AFCAP/ETH/075	Training Programme for Improved Performance of Surface Treatments in Ethiopia	Training programme for contractors to improve the performance of surface treatments in Ethiopia. Classroom training and site demonstrations. Three rounds of training planned, each with 40 participants. Training materials will be available for future use.	Consultancy	Contract awarded to Roughton International. Preliminary visit carried out.
AFCAP/ETH/036	Transport Technology Transfer Centre	Procurement of equipment, training of staff, preparation of business plan.	Procurement Training / consultancy (CSIR)	Procurement of office and IT equipment underway. Study visit planned to CSIR in South Africa in September 2011.
KENYA				
AFCAP/KEN/007/A-C	Otta Seal Demonstration Site in Nyanza Province	To design and implement a demonstration trial section of Otta Seal and a monitoring strategy in order to enhance knowledge of alternative surfacing approaches in Kenya	A series of Individual consultants (Rob Petts, Mike Pinard and Jon Hongve) Improved national design standards for low volume sealed roads.	Planning new project for additional research sites and training in DCP design method in South Africa.
MALAWI				
AFCAP/MAL/016	Malawi Review of Low Volume Sealed	To undertake a review of performance of existing low volume	Individual consultant (Mike Pinard)	Final report submitted. Stakeholder workshop carried out. Preparations

Ref Number	Project Title	Project Description	Activity Type Output	Status
	Roads Design Standards.	sealed roads, existing design standards and specifications used for the construction of low volume sealed roads in Malawi; provide recommendations for the development of manuals and other official documentation needed to facilitate the use of appropriate standards by the Roads Authority, its consultants and contractors; gain acceptance of the LVSR approach amongst decision makers using an evidence-based approach.	Recommendations for institutionalising the LVSR design approach.	underway for second phase (preparation of design manual for LVSRs and standard bidding documents). Project MAL/053.
MOZAMBIQUE				
AFCAP/MOZ/001/A	Targeted Interventions on Low Volume Rural Roads, Phase 1	Technical design and monitoring of the implementation of the pilot projects including a scientific research programme on alternative construction technologies, the preparation of design guides and work norms, and dissemination. Duration 12 months.	Company consultancy (TRL) Study reports. Revised design standards and specifications for low volume roads.	Complete
AFCAP/MOZ/001/C	Targeted Interventions on Low Volume Rural Roads, Phase 2	Technical support to ANE (DIMAN), the ANE Provincial Delegates and the provincial consultants for the design and supervision of the works. Technical monitoring of the performance of the pilot project works and the preparation/updating of design guides and work norms. Dissemination of project outputs. This project will last 33 months.	Company consultancy (TRL) Study reports. Revised design standards and specifications for low volume roads.	Some research sites still under construction. Technical monitoring underway on completed sites with the collection of base line data. Quarterly Progress Report submitted. Contract extension awarded by ANE with non-AFCAP funding.

Ref Number	Project Title	Project Description	Activity Type Output	Status
AFCAP/MOZ/001/D	Equipment for Provincial Materials Laboratories	To improve the quality of provincial laboratories to facilitate the delivery of rural road research and to improve quality control of road works.	Goods Better equipped laboratories.	Contract complete, though difficulties experienced by ANE in the operation of some equipment.
AFCAP/MOZ/001/E	Contractor Training	To deliver on-site and classroom training to small-scale contractors in the use of a range of low-volume sealed road techniques	Company consultancy (Scott Wilson) Improved capacity in local road construction industry.	AFCAP contract complete. Final report and training materials submitted. Extension of training under GOM/SIDA funding now complete. Use of training materials by National Contractor Federation being pursued.
AFCAP/MOZ/004/A	Using Road Ponds to Supplement Community Water Supplies	Feasibility study of the pro-active design steps that can be taken to enhance rural road infrastructure contribution to water resources in semi-arid areas based on an evaluation of existing road crossing structures that retain water and use of borrow-pits by local communities	Consultancy (UEM) Field reports and feasibility study. Stakeholder Workshop.	Stakeholders workshop complete and draft final report submitted. Budget allowed by ANE/Road Fund for construction of pilot structures in 2011. Confirming priority of this project with ANE before proceeding with design of pilot structures. (Project MOZ/054)
AFCAP/MOZ/004/B	Oversight and Quality Review of Road Ponds Project	Review of reports and key deliverables.	Individual consultant (Gaye Thompson) Improved quality of project outputs.	Attended workshop and reviewed final report.
AFCAP/MOZ/004/C	Facilitation of UEM	Study tour to support MOZ/004/A	Company consultancy (2iE) Study	Exchange visit to Burkina Faso

Ref Number	Project Title	Project Description	Activity Type Output	Status
	Road Ponds Study Tour to Burkina Faso		tour report	undertaken in December 2009. Study tour report included in draft feasibility study report (004/A). Complete.
AFCAP/MOZ/017	Development of an Index for Monitoring the Condition of Low Traffic Unpaved Roads	Project is to develop a practical, affordable, reliable and objective method of monitoring of the condition and level-of-service of unpaved road networks in Mozambique. The method will be based on GPS technology and using speed of travel as a proxy indicator for road condition.	Individual consultant (Charles Bopoto) Feasibility study for use of the condition monitoring system and recommendations for wider application.	This contract is now complete but dissemination of the findings continues. Further research is likely to be funded by Mozambique Road Fund. Method tested in Tanzania under TAN/019 and modifications proposed.
TANZANIA				
AFCAP/TAN/008	Design, Construction and Monitoring of Demonstration Sites for District Road Improvements	Build district level capacity to undertake durable and cost-effective improvements to district roads based using local resource based solutions through technical support to PMO-RALG and district administrations for the design and supervision of research/demonstration sites in selected districts. In addition the project will involve monitoring of the performance of the research/demonstration sections and dissemination of results of the work, including the preparation of design guides and standard specifications. Duration 42 months	Company consultancy (Roughtons) Increased awareness of alternative construction technologies for low traffic roads. Updated design standards and specifications.	Construction underway in Bagomoyo but continued slow progress. Drainage works, earth works and non-bituminous surfacings largely complete. Bitumen seals planned to commence in July. Contract negotiations underway for Siha road construction project.

Ref Number	Project Title	Project Description	Activity Type Output	Status
AFCAP/TAN/019	Improvement of Maintenance Systems for District Roads in Tanzania	To understand the nature of existing maintenance systems and to develop more efficient and effective maintenance operations on district roads in Tanzania.	Company consultancy (IT Transport) Increased understanding of strengths and weaknesses of alternative district road maintenance systems.	Baseline of monitoring data collected in May. Maintenance contracts expected to be awarded in all 3 project districts in new FY (from July 2011).
AFCAP/TAN/032	MSc Sponsorship	To sponsor two masters students on research degrees on TAN008	Agreement with University of Dar Es Salaam	Construction project in Bagomoyo providing data for MSc theses.
AFCAP/TAN/068	Arusha Regional Roads Conference	To contract 3 consultants to present AFCAP papers at the conference	Series of individual consultancies	Conference occurred 26-28 th August 2010. Proceedings received from organisers.
SOUTH SUDAN				
AFCAP/SUD/085	Training workshop on road design innovations.		Consultancy (TRL and M Pinard)	Workshop scheduled for 4 th and 5 th August 2011
GENERAL				
AFCAP/GEN/024	Professional Resources Development Workshop	To encourage a discussion on the issues facing the development of professional engineering capacity in the rural road sector in Africa.	Regional workshop Capacity Building Strategy	No further activity.
AFCAP/GEN/026	Rural Roads Convention	Workshop in collaboration with IRF/gTKP and Tanzania Roads Association.	Regional Workshop Conference report	Awaiting final workshop report and reconciliation from IRF.
AFCAP/GEN/041	Practitioners Conference	Conference bridging together rural roads transport professionals in Africa to share knowledge and experiences hosted by ERA.	Workshop	Next conference planned for March 2012 in Malawi.
AFCAP/GEN/060	Transport Services	Scoping study to identify	Literature review, scoping study	Following the call for Expressions of

Ref Number	Project Title	Project Description	Activity Type Output	Status
	Research Projects	opportunities for Transport Services to be further incorporated into AFCAP programme activities.	and proposal of transport services projects	Interest, ten consultants were asked to submit full technical and financial proposals. Of these, three have been contracted and a further two will be contracted in the next quarter.
AFCAP/GEN/061	Communications and Dissemination Activities	Various	Various	Each of the communication and dissemination activities has been given individual project numbers. See AFCAP/GEN/074 and AFCAP/GEN/071
AFCAP/GEN/069	ISSC and ARRB – 2 nd international Sprayed Sealing conference and 24 th October 2010	Conference practitioners from different countries together for an exchange of knowledge and expertise on development of sprayed sealing techniques.	Workshop attendance	Complete.
AFCAP/GEN/071	Community of Practice Website	Developing a website that promotes knowledge sharing and collaboration	New AFCAP website	The website for AFCAP has been fully implemented and is available at the following link: https://www.afcap.org/
AFCAP/GEN/073	ESRC DFID Reviewer	Durham University are currently submitting a research proposal to ESRC/DFID on older people's mobility in Ghana and Tanzania with HelpAge International.	AFCAP CMG will perform the User Reviewer role, following proposal submission.	We are awaiting feedback from Durham University/ESRC.
AFCAP/GEN/074	Food Security and Transport Workshop	Attendance to the 'Getting the harvest to market: Agriculture, Food security and Rural Transport workshop. The workshop aims to promote dialogue that will focus around – the interaction between post-harvest agricultural productive and physical access to rural Africa to markets and the impact of these interactions on the every day lives of small farmers (particularly women).	Workshop attendance and presenting on AFCAP's Communication strategy and the future of Transport Services elements.	Complete.

Ref Number	Project Title	Project Description	Activity Type Output	Status
AFCAP/GEN/077	Tanzania Steering Group Meeting	Bi-annual Steering Group meeting and visit to the Bagamoyo road trails site	Steering Group	Meeting took place on May 12 th 2011 in Bagomoyo.

Pipeline Projects

Ref Number	Project Title	Project Description	Status
ETHIOPIA			
AFCAP/ETH/048	Study tours		Study tour to Zimbabwe requested to review intermediate equipment based road maintenance. <i>No action at present</i>
AFCAP/ETH/063	Road construction materials mapping		Requested by ERA, as important background to design manuals and specifications. <i>On hold pending confirmation of priority.</i>
KENYA			
AFCAP/KEN/050	Roll out of KeRRA Research Policy		KeRRA contribution would include staff, offices etc <i>No action at present</i>
AFCAP/KEN/051	Preparation of design manual and specifications for LVSRs		Priority for government. Likely that the mapping of the budget could be provided from other sources. Developing TORs for consultant and planning training in DCP design method at CSIR in August 2011 (Project KEN/086).
MALAWI			
AFCAP/MAL/053	Preparation of design manual and specifications for LVSRs		ToRs for consultants prepared, awaiting approval from Road Authority.

MOZAMBIQUE			
AFCAP/MOZ/054	Using Road Works to Enhance Community Water Supplies in Mozambique, Phases 2-3		Awaiting confirmation of priority by ANE before preparing TORs for design consultant for pilot structures.
AFCAP/MOZ/055	Preparation of design manual and specifications for LVSRs		Awaiting confirmation of priority by ANE before preparing TORs for consultant.
TANZANIA			
AFCAP/TAN/057	Preparation of design manual and specifications for LVSRs		Awaiting confirmation of priority by government before preparing TORs for consultant.
AFCAP/TAN/058	Study Tours		<i>Under discussion with Tanzania AFCAP steering committee.</i>
REGIONAL			
AFCAP/GEN/035	Updating Design Manual for roads in Tropical areas and deserts		Discussions have been held with AFD regarding co-financing. Unlikely to proceed.
GENERAL			
AFCAP/GEN/028	Preparation of Guidelines for the use of Sand in Roadworks in SADC Region (ASANRA)		Study of different sand types in Botswana, Mozambique and Namibia and their use in road construction. Partnership with Association of Southern Africa National Road Authorities. TORs submitted to ASANRA for approval. Comments received. ASANRA have confirmed demand for project. Likely to proceed now that funding available.

AFCAP/GEN/062	Further Steering Group meetings (six monthly)		To be confirmed in due course.
AFCAP/GEN/064	Post Graduate Studies Programme		To be confirmed in due course.

Completed Projects

Ref Number	Project Title	Project Description	Activity Type Output	Status
ETHIOPIA				
AFCAP/ETH/003	Study visit for Ethiopia AFCAP Coordinator to attend Nov 08 SEACAP Practitioners Workshop	To develop exposure to a successful regional research programme and encourage participation in AFCAP and to exchange knowledge on design standards for low volume roads and slope stability research	Study visit Increased understanding of SEACAP/AFCAP approach to research and capacity development.	Complete
AFCAP/ETH/012/A	ERA Study Tour to Botswana and South Africa	To develop awareness and exchange knowledge amongst ERA for the management of low volume rural roads and alternative surfacing options.	Study visit Study Tour report and workshop	Complete.
AFCAP/ETH/012/B	ERA Study Tour to India	To develop awareness and exchange knowledge amongst ERA for the management of low volume rural roads and alternative surfacing options.	Study visit Study Tour report and workshop	Complete
AFCAP/ETH/012/C	ERA Study Tour to Australia	To develop awareness and exchange knowledge amongst ERA for the management of low volume rural roads and alternative surfacing options.	Study visit Study Tour report and workshop	Complete
AFCAP/ETH/021/A & B	Review of Surface Dressing Practice	To analyse and understand the causes of surface dressing failures in Ethiopia, and provide recommendations for improved practice. It will also engage and inform key decision makers in the road sector in Ethiopia concerning the role of surface dressings in a	Company consultancies (G Van Zyl, K. Nealyon) Greater local knowledge and awareness of surface dressing technology, recommendations for capacity development to improve quality control.	Complete

Ref Number	Project Title	Project Description	Activity Type Output	Status
		sustainable road investment and maintenance programme for the country.		
KENYA				
AFCAP/KEN/014	Kenya research priorities workshop	Workshop to identify national research priorities for AFCAP	National workshop Research Priorities report	Complete
MALAWI				
AFCAP/MAL/013	Malawi research priorities workshop	Workshop to identify national research priorities for AFCAP	National workshop Research Priorities report	Complete
AFCAP/MAL/020	Malawi study tour to Road Maintenance Camps in Mozambique	To develop awareness and exchange knowledge amongst NRA technical management of alternative maintenance options of Rural Roads	Study tour plus company consultancy (Stange Consult) Study tour report.	Complete.
AFCAP/MAL/027	Study tour to Zambia	To learn from Zambian experience with the implementation of Output and Performance Based Road Maintenance Contracts and assess the application of this approach in Malawi.	Study tour plus facilitation consultancy (ASCO). Study tour report.	Complete.
MOZAMBIQUE				
AFCAP/MOZ/001/B	Targeted Interventions on Low Volume Rural Roads	Support to above project on Emulsion Treated Sand Base technologies	Individual consultant (Kim Jenkins) Pavement Design and Monitoring advice	Complete. Provision for second visit if required.
AFCAP/MOZ/002	Mozambique national workshop	Workshop held to identify the national research priorities for AFCAP	National workshop Workshop report	Complete

Ref Number	Project Title	Project Description	Activity Type Output	Status
TANZANIA				
AFCAP/TAN/010	Tanzania research priorities workshop	Workshop to identify national research priorities for AFCAP	National workshop Workshop report	Complete.
AFCAP/TAN/011/A-C	LVSr Workshop	Workshop to promote awareness and disseminate knowledge on SADC LVSr guidelines	National workshop and two individual consultants (Mike Pinard and Tony Greening) Workshop report and action plan	Complete.
GENERAL				
AFCAP/GEN/009	AFCAP Steering Group Meeting, Brussels, 5 March 2009	Monitoring of CMG	Steering Group Steering Group Minutes	Complete.
AFCAP/GEN/018	Child Mobility Booklet	The production and dissemination of a booklet on the transport challenges faced by children and young people in sub-Saharan Africa through the medium of their own voices.	Company consultancy (Durham University) Published booklet.	Booklet has been written, printed and distributed in Ghana and Malawi. Final report was submitted. Complete
AFCAP/GEN/023	AFCAP Steering Group Meeting, Malawi, October 2009	Monitoring of CMG	Steering Group Steering Group Minutes	Complete.
AFCAP/GEN/025	Proposal on Transport & Maternal Mortality pump-prime for EC proposal	Literature review and scoping study on maternal health and transport. Building of consortium and proposal development for a project in this area for the EC	Company consultancy (IFRTD) Proposal and Scoping study	Literature review, scoping study and EU proposal submitted but not successful. These outputs are being followed up by ITTransport under the project AFCAP/GEN/060.

Ref Number	Project Title	Project Description	Activity Type Output	Status
AFCAP/GEN/028A	Preparation of TORs for GEN/028B	Preparation of Guidelines for the use of Sand in Roadworks in SADC Region (ASANRA)	Individual Consultant (Les Sampson) Terms of Reference	Complete
AFCAP/GEN/030	Steering Group Meeting, London, 2010	Monitoring of CMG	Steering group	Meeting went ahead as planned and draft minutes circulated. Complete
AFCAP/GEN/031	SAICE Mar 2010	Presentation	Workshop	Complete
AFCAP/GEN/070	Author's meeting	Authors developing the LVRS's (AFCAP/ETH/005B) met at Crown Agents' offices to collaborate on the manuals	Collaborative meeting	Complete

Appendix C: AFCAP Steering Group Meeting Minutes

AFCAP STEERING GROUP MINUTES		
DATE AND TIME:	12 th May 2011, 13:50 – 17:50	
LOCATION:	Bagamoyo. Tanzania	
IN ATTENDANCE:	<p>Joseph Haule, ARMFA (member) Nite Tanzern, IFRTD (member) Dr Comla Kadjé, ECOWAS (member) Geoff Fishbourne, Crown Agents (CMG) Rob Geddes, Crown Agents (CMG) Rowena Humphreys, Crown Agents (CMG) Stephen Conlon Roughton International AFCAP Project Mile Butkovic Roughton International AFCAP Project Samwel Jackson, Ministry of Works, Tanzania Gary Taylor, IT Transport (CMG) Adam Andreski, Ministry fo Transport, Tanzania John Hine, Ministry fo Transport, Tanzania</p>	
APOLOGIES:	<p>Supee Teravaninthorn, World Bank (member) David Woolnough, DFID (Chair) Elina Kayanda (member) Hachim Koumare, UNECA (member) Jephthah Chagunda, ARTA (member)</p>	
	AGENDA ITEMS:	ACTION
1 & 2.	<p>INTRODUCTIONS AND APOLOGIES</p> <p>Mr Fishbourne welcomed members to the AFCAP Steering Group meeting and briefly explained the role of the Steering Group that is to provide advice and guidance to the programme.</p> <p>Those present introduced themselves and explained their positions.</p>	

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	<p>Mr Fishbourne highlighted that Mr Sangivi had resigned the Chairmanship of the SG and left WB. He has been replaced by Ms Supee Teravaninth of WB but she has not accepted to act as Chairperson.</p>	
3.	<p>LAST STEERING GROUP MINUTES</p> <p>Members confirmed that all comments had been submitted prior to the Steering Group meeting. The minutes of the previous Steering Group meeting were approved.</p> <p>In the last SG meeting there was considerable discussion regarding indicators and Mr Andreski highlighted that there was potential overlap between the indicators that we used in the AFCAP logframe and those being collected for sector monitoring in Tanzania.</p>	
4.	<p>MATTERS ARISING</p> <p>Actions arising from the previous meeting were considered. There were no outstanding issues.</p> <p>Mr Fishbourne noted that Crown Agents contract for the management of AFCAP finished on the 9th June. An extension to the management contract for the next two years was expected and a definitive answer from DFID was awaited. In addition DFID are currently preparing an internal submission for additional funding based on a list of outline projects set out by the CMG.</p> <p>Mr Fishbourne highlighted that Mr Eduardo Sorribes-Manzana (Steering group member) has left the SG and we are therefore seeking a replacement EC representative.</p> <p>Mr Fishbourne proposed item 13 (Future Funding Opportunities) of the agenda be moved under item 11 (Future Projects).</p>	<p>Seek new SG member/s</p>
5.	<p>OVERALL REPORT OF AFCAP PROGRESS</p> <p>Mr Geddes presented an update on programme activity in the five core countries: Mozambique, Malawi, Tanzania, Kenya and Ethiopia.</p> <p>He outlined the progress made on each project as well as planned projects and how these contributed to the programme outputs.</p>	

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	(Please refer to attached presentation.)
6.	<p>DISCUSSION OF OVERALL PROGRESS</p> <p>A summary of the discussion that took place is included in items 7 to 12.</p> <p>Mr Hine queried “what proportion of the funding is from AFCAP versus other funding”. It was noted that this is highlighted in the Quarterly Report and Rob Geddes gave an example from Ethiopia.</p>
7.	<p>FINANCIAL REPORT</p> <p>This was presented by Mr Fishbourne. It was pointed out that the only un-committed funds were those set aside for the Transport Services.</p> <p>Mr Mile Butkovic queried what was meant by “Regional Funding”. Mr Fishbourne clarified that this is a “catch all” for non-specific country funding.</p> <p>Mr Hine asked why the level of funding differed between Malawi and Kenya compared to Mozambique. Mr Geddes noted that there were two reasons for this. The first was that funds intended for Malawi and Kenya were reallocated by DFID towards Transport Services projects. Additionally he noted that involvement in AFCAP also depends upon countries themselves being proactive.</p>
8.	<p>FUTURE PROJECTS</p> <ul style="list-style-type: none"> • Transport Services <p>Presentation from Gary Taylor, CMG Member.</p> <p>Gary Taylor presented the current position regarding the contracting of Transport Services projects. With regards to the 10 shortlisted Transport Services proposals received, four were selected and contracts have either been signed or undergoing negotiation. AFCAP are discussing amendments on a further two proposals which meet the AFCAP four way test and whose objectives align with the logframe and it was agreed that AFCAP would work with the organisations to enhance the terms of reference.</p> <p>Following the presentation there was significant discussion over the content and direction of the TS projects. The following outlines the points raised. There were no direct actions but the CMG took notice of the comments in identifying future TS projects.</p> <ul style="list-style-type: none"> • Mr Haule asked why so few projects had been let? Mr Fishbourne responded with the fact that because terms of reference needed to be agreed with the contractor. It was also felt that the projects

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consisted of a good spread of disciplines and had a strong chance of success.

- Mr Andreski asked about how the information from the Transport Services projects will be shared? He went on to suggested that the T2 centres would be a good home for the information.
- Mr Haule asked who assessed the proposals and selected those on the shortlist? He also proposed to engage more with local institutions (notably beyond the scope of health) and asked if was not AFCAP's duty to select local institutions for capacity building
- Mr Hine noted that the health perspectives of the TS projects was important because access to maternal health services reduces the psychological stress of women. Mr Hine noted that there has been a huge growth in both motorcycles and mobile phone connections/networks. Previously you could not locate the ambulance but now, with mobile phones, this is possible. Mobile phones facilitate rural transport – could this increase rural access? Mobile phones allow for money transfers via texts which means more money is moving around – could this pay for transport services?
- Mr Haule queried if we could reduce the number of larger value projects in favour of smaller ones? Mr Taylor stated that the CMG have selected projects with the highest chance of success and wherever possible build on existing research. We have chosen to minimise risks and in the future we could potentially increase the risk that we take. We could further increase our engagement with local institutions however the current arrangement does include a number of local, grassroots institutions.
- Ms Tanzarn noted that the spread of funds for Transport Services (TS) seems unbalanced compared to the larger funding towards non-transport services projects. What will this actually mean for the Transport Services sector? What new knowledge will these projects generate given that there are currently many projects already in existence? Mr Taylor noted that the development of Non-transport services projects does not necessarily have to mirror the process of the TS projects.
- Ms Tanzarn noted that the government of Tanzania has recently introduced tricycle ambulances, adding that this information should feed into AFCAP research. Mr Haule noted the safety aspect of motorcycles need to be considered. Mr Taylor and Andreski agreed that this was a serious issue that needs to be considered. Mr Taylor asked the group if the CMG could consider safety amongst the project proposals they were considering.
- Mr Haule queried if the World Bank could partner with a local organisations [This comment was made in reference to a World Bank TS proposal that was shortlisted but later rejected as a contracting mechanism for the project could not be agreed]. Mr Fishbourne highlighted that the World Bank proposal would not go ahead because the World Bank would have simply been managing the project. This would effectively mean AFCAP CMG

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subcontracting out its own role to World Bank.

- **Funding for Infrastructure related projects**

Mr Fishbourne introduced Rob Geddes' presentation highlighting that the objective in each of the AFCAP countries was to ultimately work towards a research facility, continue to develop and then roll out manuals (a pressing issue in Ethiopia at present). Mr Fishbourne asked participants to provide opinions on whether they thought the mix/ proportion of the types of projects are correct and acceptable. Does the SG feel that AFCAP has it right in terms of project types and values.

Mr Geddes presented an Overall report on AFCAP progress

- Mr Hine enquired how sustainable the projects could be when funding beyond 2013 was not guaranteed. Mr Hine commented that the only way financing could be sustainable was if the government were able to create a budget line. Mr Geddes agreed.
- Ms Tanzarn enquired as to where Transport Services fits. Mr Geddes noted that whilst the infrastructure projects are harmonise and coordinated this was proving more challenging for AFCAP's transport services projects. Mr Fishbourne stated that we would ideally like the Transport Services to dovetail with the existing infrastructure projects although this has not happened to date.
- Ms Tanzarn asked what the TS impact was likely to be? How can AFCAP calculate the value added? Transport Services and infrastructure projects should be complementary, particularly if there are both types of projects operating in the same country.

Mr Hine warned about comparing between Transport Services and infrastructure. Infrastructure projects are a very old concept, whereas Transport Services is a new idea with new possibilities where interest still needs to be generated. The institutional structures for Transport Services simply does not exist at the moment and therefore what's trying to be achieved here is different.

Mr Taylor noted that Transport Services and infrastructure projects cannot be considered in the same forum and added that the research to focus on an MDG, probably maternal health as an underlying theme.

9. UPDATES ON THE COMMUNICATION STRATEGY

Ms Humphreys Presented on AFCAP's future dissemination opportunities.

Mr Andreski said that policy makers read and use newspapers so that's a good opportunity. Mr Hine added that AFCAP should invite journalists to events wherever possible (e.g. the next AFCAP practitioners meeting). He added more saying that AFCAP should invite the media to workshops, prepare press releases and encourage training to be covered by the TV, radio and newspapers wherever possible.

Ms Tanzarn added that having a politician's face in the paper and writing an article for journalists would ensure that they would "get on board" with AFCAP. Ms Tanzarn added that parliamentarians should be encouraged to

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	<p>get on board wherever possible.</p> <p>Mr Andreski said that AFCAP should look into training journalists and invite them to AFCAP projects.</p> <p>Mr Taylor noted that press rereleases don't always work and that the most effective way of reaching decision makers is via face-to-face meetings. Others participants agreed.</p> <p>Mr Hine stated that credibility of the research itself is very important. He also added that the credibility of the research institution is also key. For example the Google marking system features DFID and World bank material, ranking it higher than less well known institutions.</p> <p>Mr Kadje requested some of AFCAPs outputs be translated into French. Participants noted some other organisations that would be good sources for French language materials such as:</p> <p>CITRAS, Swiss Resource Centre and Consultancies for Development (SKAT), GATE, Transportation Research Board (TRB), P-ARC ,WRC</p>
10.	<p>ANY OTHER BUSINESS</p> <p>Mr Taylor enquired as to the date of the next AFCAP practitioners meeting. Mr Geddes anticipated that this would take place approximately 18 months after the first meeting, and could possibly take place in Malawi.</p>
11.	<p>TIME, DATE AND PLACE OF NEXT MEETING</p> <p>Ms Tanzarn enquired whether the low turnout at the SG meeting was an on-going occurrence.</p> <p>Mr Geddes highlighted the need for DFID's attendance. The low turnout was in itself disappointing. The World Banks non-attendance is also disappointing. Mr Kadje agreed that their presence was important.</p> <p>Mr Fishbourne suggested the potential for video-conferencing, this could be an inexpensive option. Skype also could be an option and would be free subject to availability.</p> <p>Ms Tanzarn enquired whether we could combine SG meetings with bigger conferences e.g. at the same time as the SSATP meeting</p> <p>Mr Hine suggested that the meetings should go into more depth regarding the actual projects and research activities so that those who are not permanent SG members can fully understand the nature of the projects. Mr Fishbourne thought this was a good idea and that AFCAP CMG needs to</p>

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better account for new people/invited guests.

It was suggested that the next SG meeting take place in November in either London or Maputo to suit DFID. The date and place will be confirmed nearer the time.

The meeting closed at 17.50

Appendix D: AFCAP Financial Report

CONTRACTED

Project No.	Contract Value	Total Contract Value GBP	Current Value	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
Ethiopia							
AFCAP/ETH/005/A REVISED CONTRACT	£325,025.00	325,025.00		0.00	50,000.00	50,000.00	225,025.00
AFCAP/ETH/005/C	£50,000.00	50,000.00		0.00	50,000.00		
AFCAP/ETH/005/B	£106,253.00	106,253.00		89,956.51	16,296.49		
AFCAP/ETH/005/D	£156,800 and ZAR 439,433	195,584.91		148,280.34	47,304.57		
AFCAP/ETH/005/E	£83,952.00	83,952.00		0.00	83,952.00		
AFCAP/ETH/005/F	£128,375.00	128,375.00		99,467.85	28,907.15		
AFCAP/ETH/005/G	£63,975.00	63,975.00		53,512.60	10,462.40		
AFCAP/ETH/005/H	29760.00+ 700 +US\$ 975.00	31,110.00		24,488.18	6,621.82		
AFCAP/ETH/005/I	£31,125.00	31,125.00		16,204.09	14,920.91		
AFCAP/ETH/005/J	£13,450.00	13,450.00		10,430.00	3,020.00		

Project No.	Contract Value	Total Current Contract Value GBP	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/ETH/005/K	£10,800.00	10,800.00	0.00	10,800.00		
AFCAP/ETH/005/L	£20,995.00	20,995.00	0.00	20,995.00		
AFCAP/ETH/005/M	£4,950.00	4,950.00	0.00	4,950.00		
AFCAP/ETH/005/P	£1,500.00	1,500.00	0.00	1,500.00		
AFCAP/ETH/005/Q	£26,600.00	26,600.00	7,800.00	18,800.00		
AFCAP/ETH/005 (balancing line re DFID-E. 1)		-99,400.00	0.00	-99,400.00		
AFCAP/ETH/005 (balancing line re DFID-E. 2)		-64,200.00	-15,900.00	-48,300.00		
AFCAP/ETH/036	£43,656.68	43,656.68	0.00	43,656.68		
AFCAP/ETH/036/A	ZAR69,840	6343.32	0.00	6,343.32		
AFCAP/ETH/075	£110,351.84	110,351.84	0.00	33,105.55	55,175.92	22,070.37
AFCAP/ETH/003	£1,410.77	£1,410.77	1,410.77			
AFCAP/ETH/005/A value revised	£818,525.00	143,560.82	143,560.81			

Project No.	Contract Value	Total Current Contract Value GBP	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/ETH/012/A	£22,772.31	22,772.31	22,772.31			
AFCAP/ETH/012/B	£28,287.69	28,287.69	28,287.69			
AFCAP/ETH/012/C	£37,697.18	37,697.18	37,697.18			
AFCAP/ETH/021/A	AUD 53,470.00	31,063.76	31,063.76			
AFCAP/ETH/021/B	£17,891.94	17,891.94	17,891.94			
Kenya						
AFCAP/KEN/007/C	\$37,991.00	25,327.33	22,727.18	2,600.15		
AFCAP/KEN/007/A	£11,598.34	11,598.34	11,598.34			
AFCAP/KEN/007/B	£1,040.00	1,040.00	1,040.00			
AFCAP/KEN/014/A	£5,075.00	4,103.60	4,103.60			

Project No.	Contract Value	Total Contract Value GBP	Current Value GBP	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/KEN/014/B	£1,879.32		1,879.32	1,879.32			
Malawi							
AFCAP/MAL/016/A	US\$45,120.00		30,080.00	14,327.77	15,752.23		
AFCAP/MAL/016/C	ZAR12,800		1,113.04	0.00	1,113.04		
AFCAP/MAL/078	£5,360.35		5,360.35	5,360.35			
AFCAP/MAL/013/A	£2,731.06		2,731.06	2,731.06			
AFCAP/MAL/013/B	£4,010.35		4,010.35	4,010.35			
AFCAP/MAL/20/B	US\$20,480.00 + £4,102.02		17,675.20	17,675.20			
AFCAP/MAL/027/A	US\$28,604.00		12,889.71	12,889.71			
Mozambique							
AFCAP/MOZ/001/C	£668,525.00		668,525.00	309,270.00	142,766.00	92,781.00	123,708.00
AFCAP/MOZ/001/D2	ZAR 1,109,668.42		98,374.86	95,594.50	2,780.36		
AFCAP/MOZ/004/A	\$55,345.10		36,896.73	29,997.73	6,899.00		

Project No.	Contract Value	Total Current Contract Value GBP	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/MOZ/004/B	\$3,500.00	2,333.33	0.00	2,333.33		
AFCAP/MOZ/004/C	EUR 6,384.00	5,803.64	0.00	5,803.64		
AFCAP/MOZ/001/A	£128,590.00	128,590.00	128,590.00			
AFCAP/MOZ/001/B	£2,045.45	2,045.45	2,045.45			
AFCAP/MOZ/001/D1	US\$9,719.45	6,254.51	6,254.51			
AFCAP/MOZ/001/E	£641,684.08	641,684.08	641,684.08			
AFCAP/MOZ/002	£9,643.66	9,643.66	9,643.66			
AFCAP/MOZ/004/C1	£3,729.19	7,138.16	7,138.16			
AFCAP/MOZ/017/A	£21,820.00	21,818.75	21,818.75			
Tanzania						
AFCAP/TAN/008	£469,607.00	469,607.00	181,696.85	20,330.00	121,982.00	145,598.15
AFCAP/TAN/019	£305,760.00	305,760.00	146,214.63	£4,500.00	£28,926.00	£126,120.00
AFCAP/TAN/032	US\$ 12,000.00	8,000.00	1,549.24	6,450.76		
AFCAP/TAN/079	£60,000.00	60,000.00	0.00			

Project No.	Contract Value	Total Contract Value GBP	Current Value	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
						60,000.00	
AFCAP/TAN/084	£200.00	200.00	200.00	0.00	200.00		
AFCAP/TAN/010/A	£412.02	412.02	412.02	412.02			
AFCAP/TAN010/B	£6,293.31	6,293.31	6,293.31	6,293.31			
AFCAP/TAN/011/A	£5,070.45	5,070.45	5,070.45	5,070.45			
AFCAP/TAN/011/B	£5,525.00	5,525.00	5,525.00	5,525.00			
AFCAP/TAN/011/C	£19,738.62	19,738.62	19,738.62	19,738.62			
AFCAP/TAN/068/A	1,530.00	1,327.23	1,327.23	1,327.23			
AFCAP/TAN/068/B	1,273.00	1,273.00	1,273.00	1,273.00			
AFCAP/TAN/068/C	2,030.00	1,240.00	1,240.00	1,240.00			
AFCAP/TAN/068/D	1,980.00	1,738.27	1,738.27	1,738.27			
General							
AFCAP/GEN/025/A	USD 20,565 and £16,380	30,090.00	30,090.00	29,015.45	1,074.55		
AFCAP/GEN/040	£10,000.00	15,792.33	15,792.33	15,161.33	631.00		

Project No.	Contract Value	Total Current Contract Value GBP	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/GEN/041 (including 41/A,B,C,D,E,F,G)	£75,367.22	75,367.22	75,367.22	0.00		
AFCAP/GEN/060/A	£32,900.00	32,900.00	0.00		3,290.00	29,610.00
AFCAP/GEN/060/B	£18,959.48	18,959.48	0.00		1,895.95	17,063.53
AFCAP/GEN/060/C	£134,100.00	134,100.00	0.00		18,774.00	115,326.00
AFCAP/GEN/071	£4,501.38	4,501.38	387.50	400.00	400.00	3,313.88
AFCAP/GEN/009	£7,495.21	7,495.21	7,495.21			
AFCAP/GEN/018	£18,593.00	18,593.00	18,593.00			
AFCAP/GEN/023	£6,331.97	6,331.97	6,331.97			
AFCAP/GEN/029	£9,801.56	9,761.35	9,761.35			
AFCAP/GEN/026/A	£30,000.00	30,000.00	30,000.00			
AFCAP/GEN/028A	£1,200.00	1,200.00	1,200.00			
AFCAP/GEN/030	£10,000.00	6,725.74	6,725.74			
AFCAP/GEN/031	£1,520.83	1,520.83	1,520.83			

Project No.	Contract Value	Total Contract Value GBP	Current Value	GBP Disbursed to 30.06.11	GBP Commitment Q3 2011	GBP Commitment Q4 2011	GBP Commitment 2012-2013
AFCAP/GEN/040/A	\$90.00		0.00	0.00			
AFCAP/GEN/040/B	\$590.00		209.24	209.24			
AFCAP/GEN/040/C	\$590.00		209.04	209.04			
AFCAP/GEN/040/D	£5,715.00		5,712.52	5,712.52			
AFCAP/GEN/069	£4,402.75		4,402.75	4,402.75			
AFCAP/GEN/070 (part of ETH005B)	£0.00		0.00	0.00			
AFCAP/GEN/074	£2,000.00		1,552.07	1,552.07	0.00		
AFCAP/GEN/076	£431.20		431.20	431.20			
AFCAP/GEN/077	£5,351.10		5,351.10	5,351.10			
Sub-total			4,417,439.03	2,658,809.89	517,569.96	433,224.87	807,834.93

Key Completed projects are shaded in grey

Confirmed Pipeline

Project No.	Description	Contract Type	Budget GBP	Comments	
General					
AFCAP/GEN/062	Further Steering Group meetings (six monthly)	Steering group	67,491.96	budget 80,000 less mtgs June'10, Nov'10, May11	
AFCAP/GEN/061	Communications and Dissemination Activities	Various	221,114.61	budget 400,000 less contracted activites below	
Sub-total			288,606.57		

CONTRACTED

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/GEN/035	Updating Design Manual for roads in Tropical areas and deserts	Individual consultant	0	AFD contribution expected.		If there is more money perhaps this project could be pursued. But possibly best left to AFCAP 2
Burkina Faso						
AFCAP/BF/045	Rural Road Engineering Training Material		0			There is no prospect of becoming established in BF under AFCAP 1
Cameroun						
AFCAP/CAM/046	Capacity Building in Rural Roads	Co-finance to ILO	0			There is no prospect of becoming established in Cameroon under AFCAP 1
Ethiopia						

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/ETH/048	Study tours		0			Study tour to Zimbabwe
AFCAP/ETH/XX	Slope management database	Consultancy	300,000	Assume field data collection by ERA	50,000	High priority for ERA - mentioned at SG meeting Nov 2010.
AFCAP/ETH/063	Road construction materials mapping	Consultancy	112,500	Assume field data collection by ERA	50,000	Increase budget to allow international input.
Ghana						
AFCAP/GHA/015	Research Priorities Workshop	National workshop	0			No resources to start up in Ghana under AFCAP 1
AFCAP/GHA/034	Transport Services in Rural Areas	Company consultancy	0			No resources to start up in Ghana under AFCAP 1
Kenya						
AFCAP/KEN/050	Roll out of KeRRA Research Policy	Individual consultant	187,500	KeRRA contribution would include staff, offices etc		Extend inputs to research/training sites and provide advisor to

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
						KeRRA research unit.
AFCAP/KEN/051	Preparation of design manual and specifications for LVSRs	Individual consultants	112,500	Possible contributions from AFD Roads 2000 project and Road Fund.	200,000	AFCAP funds for scoping, facilitation and management
Malawi						
AFCAP/MAL/052	Connecting Communities Rural Access Research	Company consultancy	0			No local demand for this project.
AFCAP/MAL/XX	Trialing of district road maintenance systems	Consultancy contract	187,500	Assume contributions from DFID Malawi Unpaved Road Programme or Road Fund	300,000	
AFCAP/MAL/053	Preparation of design manual and specifications for LVSRs	Individual consultants	150,000	Possible contributions from EC capacity building project and from Road Fund.	150,000	AFCAP funds for scoping, facilitation and management
Mozambique						
AFCAP/MOZ/022	Use of Clay Fired Bricks in LVR Construction	Company consultancy	0			ANE already doing research on this.

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/MOZ/054	Pond Pilot Scheme - Using Road Works to Enhance Community Water Supplies in Mozambique, Phases 2-3	Company consultancy	150,000	Construction costs provided by government.	310,000	AFCAP finance for design and supervision of pilot structures as well as monitoring community impacts. GOM will pay for construction.
AFCAP/MOZ/055	Preparation of design manual and specifications for LVSRs	Individual consultants	150,000	Support from Road Fund likely	250,000	AFCAP funds for scoping, facilitation and management
AFCAP/MOZ/001/X	Targeted Interventions on Low Volume Rural Roads, Phase 1	TRL	187,500	Materials testing and data collection by ANE.	100,000	Extend TRL contract to allow more detailed monitoring of research sites as well as back analysis of other research sites not previously documented. This feeds into manual project.

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/MOZ/056	ORPC Study	Company consultancy	0			Priority for GOM but question marks on OPRC concept
Tanzania						
AFCAP/TAN/057	Preparation of design manual and specifications for LVRs	Individual consultants	75,000	Road Fund and GoT need to advise on sources.	250,000	AFCAP funds for scoping, facilitation and management
AFCAP/TAN/8/X	Design, Construction and Monitoring of Demonstration Sites for District Road Improvements	Roughton	240,000	GoT contribution to Siha road construction	700,000	Extend Roughton contract for supervision and monitoring of Siha site
AFCAP/TAN/XX	Support to development of Road Research Centre	TBA	75,000			
AFCAP/TAN/058	Study Tours		15,000			Study tour to Mozambique
General						
AFCAP/GEN/024	Professional Resources Development Workshop	Regional workshop	0			Finance from dissemination budget

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/GEN/028/B	Preparation of Guidelines for the Use of Sand in Road Works (ASANRA).	Company consultancy	250,000			High priority. Increase budget to allow for additional testing and wider consultation.
AFCAP/GEN/037	Capacity Building Needs Assessment	Individual	0			No rationale for this study if no funds for capacity building activities.
AFCAP/GEN/059	Rural Road Investment Workshop	Co-financing regional workshop	0			Finance from dissemination budget
AFCAP/GEN/060	Transport Services Research Projects	Company consultancy	594,040.52	£780,000 less GEN060A, GEN060B, GEN060C contracted. FUNDING PROVIDED UNDER AFCAP PHASE 1 (Years 1-3)		Awaiting outcome of call for EOIs and identification of projects. To be funded by the current uncommitted project funds
AFCAP/GEN/064	Post Graduate Studies Programme		30,000			Additional MSc courses

Project No.	Description	Contract Type	Budget GBP (DFID)	Counterpart	Counterpart Funding estimations	Comments 14/12/10
AFCAP/GEN/065	SSATP Transport Services Research		0			Waiting outcome of call for EOIs.
AFCAP/GEN/073	ESRC DFID Reviewer	Company consultancy				
AFCAP/XX	South Sudan and DRC		474,500			
	Contingency - 5%		183,000			
Sub-total			3,474,041		2,360,000	

Appendix E: Finalised DFID Logframe (as at June 1st 2011)

PROJECT NAME						
IMPACT To promote improved rural physical access in sub-Saharan Africa.	Impact Indicator 1 The percentage of the population in sub-Saharan Africa (tracked in five focus countries) who live within two kilometres of an all-season road as a proportion of the total rural population	Planned	Baseline (2008) 36%	Milestone 1 (2010) 36%	Milestone 2 (2012) 36%	Target + (2020) 60% (by 2020) 38% (by 2013)
		Achieved	36%	36%		
		Source World Bank development Indicators, verified by using country based data where available				
	Impact Indicator 2 Total % of rural low volume roads sustainably maintained, in focus countries	Planned	Baseline (2008) 65%	Milestone 1 (2010) 68%	Milestone 2 (2012) 71%	Target (2013) 83% (2020) 73% (2013)
		Achieved	71%	71%		
		Source International Road Federation Road data Country based data where available African Development Indicators - http://data.worldbank.org/data-catalog/africa-development-indicators				

OUTCOME	Outcome Indicator 1		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumptions		
Strengthened research evidence base developed, promoted and influencing policy and practice in Africa; on sustainable rural road provision & maintenance	Recommended standards applied and adopted	Planned	0 applied and adopted	(H) 5 applied and 0 adopted (M) 3 applied and 0 adopted (L) 1 applied and 0 adopted	(H) 8 applied and 2 adopted (M) 5 applied and 0 adopted (L) 2 applied and 0 adopted	(H) 10 applied and 5 adopted (M) 6 applied and 2 adopted (L) 3 applied and 0 adopted	OI1 & 3 dependant upon standards being adopted by road deparatments. Also subject to roll out to district level and below.		
		Achieved	0 applied and adopted	5 applied and 0 adopted					
			Source Road department/ministry documents & manuals.						
	Outcome Indicator 2	The Community of Practice in Africa	Planned	0 members	(H) 200 members (M) 150 members (L) 100 members	(H) 750 members (M) 400 members (L) 200 members		(H) 1,000 members (M) 500 members (L) 300 members	
			Achieved	0 members	210 members				
				Source AFCAP mailing list					
	Outcome Indicator 3	Concrete examples of change (applied or formally adopted), influenced by AFCAP research, that will be applied to # km of road (before 2020) in focus countries	Planned*	0km**	(H) 0km (M) 0km (L) 0km	(H) 36,000 km (M) 15,000 km (L) 0 km (H) target combined from: Malawi: 834 km/yr x 8 yrs *** Ethiopia: 3,288 km/yr x 9 yrs		(H) 100,000 km (M) 30,000 km (L) 5,000 km (H) target combined from: Malawi: 834 km/yr x 8 yrs *** Ethiopia: 3,288 km/yr x 9 yrs Tanzania: 2,029 km/yr x 7 yrs Kenya: 5,988 km/yr x 7 yrs Moz: 1,212 km/yr x 7 yrs S.Sudan: tbc	
			Achieved	0km	0km				
				Source Country level road rehabilitation data.					
			Planned	0 in-situ, rural access research programmes	0 in-situ, rural access research programmes	1 in-situ, rural access research programmes		2 in-situ, rural access research programmes	
			Achieved	0 in-situ, rural access research programmes	0 in-situ, rural access research programmes				
				Source Rural road department/ministry training documents					
	INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)		DFID SHARE (%)	
			7,500,000	5,600,000		13,100,000			57
	INPUTS (HR)	DFID (FTEs)							

OUTPUT 1	Output Indicator 1.1	Planned	Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumption	
Generation and/or validation of evidence for effective policies and practices to achieve sustainable, equitable and affordable community	Research Projects Completed	Planned	0 research projects completed	(H) 20 research projects completed (M) 15 completed (L) 10 completed	(H) 28 research projects completed (M) 18 completed (L) 13 completed	(H) 30 research projects completed (M) 20 completed (L) 15 completed		
		Achieved	0	21				
		Source						
		AFCAP records verified by contracts placed. Specific research outputs developed as a result of the project (e.g. quarterly reports) - available on the AFCAP website						
		Output Indicator 1.2	Planned	Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	
		New knowledge produced and quality-assured in infrastructure 0 = SG not established 1 = SG Established 2 = Meet only when AFCAP CMG call the meeting 3 = Meet on a regular basis 4 = Meet & engage in peer review activities Wherever possible the SG is built upon existing institutions		All countries '0'	(H)80% (M)60% (L) 40% of countries = 1 (H)60% (M)40% (L) 20% of countries = 2 (H)20% (M)0% (L) 0% of countries = 3 (H)0% (M)0% (L) 0% of countries = 4	(H)100% (M)80% (L) 60% of countries = 1 (H)100% (M)60% (L) 40% of countries = 2 (H)60% (M)40% (L) 20% of countries = 3 (H)20% (M)0% (L) 0% of countries = 4	(H)100% (M)80% (L) 60% of countries = 1 (H)100% (M)60% (L) 40% of countries = 2 (H)80% (M)60% (L) 20% of countries = 3 (H)40% (M)20% (L) 0% of countries = 4	
			Achieved	0	100% = 1 60% = 2 20% = 3 0% = 4			
		Source						
		Reports from AFCAP Technical director upon visitation of the in country SG Meeting minutes developed by the in country SGs Reports of decisions/outputs directly form in country SG via email correspondence (need to take into account both formal and informal dialogue as meetings may be held in an <i>ad hoc</i> manner)						
			Planned	Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	
			Composite Publication Index = 0	(H) CPI = 250 (M) CPI = 200 (L) CPI = 150	(H) CPI = 285 (M) CPI = 240 (L) CPI = 200	(H) CPI = 300 (M) CPI = 260 (L) CPI = 230		
		Achieved	CPI = 0	CPI = 264				
	Source							
	Documents developed constitute the points contributing towards the CPI are made available on the AFCAP website and on the researchers own website wherever possible.							
	Output Indicator 1.3	Planned	Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)		
	New knowledge produced and quality-assured in transport services.		0 specific Transport Services related activities established	(H)3 (M)2 (L)1 specific Transport Services related activities established	(H)5 (M)3 (L)1 specific Transport Services related activities established	(H)6 (M)4 (L)2 specific Transport Services related activities established		
		Achieved	0 specific Transport Services related activities established	3 specific Transport Services related activities established				
	Source							
	Contract placed/signed Research outputs developed and reviewed by the TS specialist							
		Planned	Composite Publication Index = 0	(H) CPI = 15 (M) CPI = 10 (L) CPI = 5	(H) CPI = 25 (M) CPI = 15 (L) CPI = 10	(H) CPI = 30 (M) CPI = 20 (L) CPI = 15		
		Achieved	CPI = 0	CPI = 13				
	Source							
	Documents developed constitute the points contributing towards the CPI are made available on the AFCAP website and on the researchers own website wherever possible.							
IMPACT WEIGHTING (%)	Output Indicator 1.4	Planned	Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)		
30%	Mainstreaming of gender in evidence generation and validation.		0 activities	(H)100% (M)80% (L)50 of projects that collect socio-economic data have undertaken gender-disaggregated analysis	Attendance of women at all AFCAP conferences & workshops is at least (H)20% (M)15% (L)10%	Mainstreaming of gender awareness highlighted in (H)all (M)80% (L)50% of new contracts.		
		Achieved	0 activities	100% achieved				
	Source							
	Data collected by researchers (presented in reports where appropriate) Attendance register with a gender breakdown Contract component in all new contracts							
INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)	DFID SHARE (%)		
		2,000,000	5,000,000		7,000,000		28	
INPUTS (HR)	DFID (FTEs)							

OUTPUT 2	Output Indicator 2.1		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumptions		
The enhancement of capacity to improve community access in Africa	Training materials developed to fill gaps and reflect latest research and best practice knowledge	Planned	0 training materials developed	Capacity Building Strategy (H)finalised (M)developed (L)in outline. Materials for (H)2 (M)1 (L)0 training courses developed and delivered	Materials for (H)3 (M)2 (L)1 training courses developed and delivered	Materials for (H)4 (M)3 (L)2 training courses developed and delivered			
		Achieved	0 training materials developed	Capacity Building Strategy developed. Materials for 2 training courses developed					
	Source								
	Capacity building strategy available on the AFCAP website Training materials developed (available on the AFCAP website but also circulated to interested parties)								
	Knowledge and awareness of best practice in the delivery of community access in Africa	Output Indicator 2.2	Planned	AFCAP standardised training courses/ workshops evaluations/ assessments form developed	(H)70% (M)50% (L)30% of AFCAP training courses/ workshops employing evaluations/ assessments.	(H)80% (M)60% (L)40% of AFCAP training courses/ workshops employing evaluations/ assessments.		(H)100% (M)80% (L)60% of AFCAP training courses/ workshops employing evaluations/ assessments.	
			Achieved	Achieved	Employed during 2 training courses				
		Source							
		Evaluation sheets and scores							
		Planned	0 people trained	(H)600 (M)500 (L)400 people trained using AFCAP resources/ materials.	(H)700 (M)600 (L)500 people trained using AFCAP resources/ materials.	(H)800 (M)700 (L)600 people trained using AFCAP resources/ materials.			
		Achieved	0 people trained	624 people (5% women)					
Source									
Training course attendance registers									
IMPACT WEIGHTING (%)	Output Indicator 2.3		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)			
20%	The number of non-AFCAP funded training courses conducted that use AFCAP training material	Planned	0 courses at 2008	(H)1 (M)0 (L)0 courses by 2010	(H)2 (M)1 (L)0 courses by 2012	(H)3 (M)2 (L)1 courses by 2013			
		Achieved	0 at 2008	1 course in 2010					
Source									
Correspondance from relevant trainers Obtaining copies/evidence of the training materials in use - perhaps customising the material to better the purpose									
INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)	DFID SHARE (%)			
		1,600,000	200,000		1,800,000		89		
INPUTS (HR)	DFID (FTEs)								

OUTPUT 3	Output Indicator 3.1		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumptions	
Knowledge exchange amongst institutions involved in rural transport provision in Africa	Dissemination and knowledge exchange activities including research workshops, study tours undertaken and dissemination collaboration with partners	Planned	Communications Strategy developed 2008	(H)20 (M)15 (L)10 activities by 2010	(H)50 (M)35 (L)20 activities by 2012	(H)60 (M)40 (L)30 activities by 2011		
		Achieved	Communications Strategy developed 2008	23 activities by 2010				
		Source						
	Promotional material regarding knowledge exchange events Research workshop reports Post-workshop reports in printed materials							
	Output Indicator 3.2	The number of different Infomedia websites that provide links to the AFCAP website	Planned	0 infomedia sites providing links to the AFCAP website	(H)5 (M)3 (L)1 infomedia sites providing links to the AFCAP website	(H)15 (M)10 (L)5 infomedia sites providing links to the AFCAP website		(H)20 (M)15 (L)10 infomedia sites providing links to the AFCAP website
			Achieved	0 links established	8 links established			
Source								
Relevant websites that have a link to AFCAP								
IMPACT WEIGHTING (%)	Output Indicator 3.3		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	RISK RATING	
20%	Facilitation of knowledge exchange within the rural access sector.	Planned	0 local partners engaged by 2008	(H)10 (M)5 (L)2 local partners engaged by 2010	(H)15 (M)8 (L)5 local partners engaged by 2012	(H)30 (M)20 (L)10 local partners engaged by 2013		
		Achieved	0 local partners engaged by 2008	10 Local Authorities engaged				
		Source						
Meeting reports/updates with partners and AFCAP The inclusion of local partners within contracts signed								
INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)	DFID SHARE (%)		
	600,000		200,000		800,000		75	
INPUTS (HR)	DFID (FTEs)							

OUTPUT 4	Output Indicator 4.1		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumptions
The uptake of research knowledge and innovative approaches on rural road infrastructure and transport services	Recommended standards developed	Planned	0 standards developed	(H) 5 standards developed (M) 3 standards developed (L) 1 standards developed	(H) 8 standards developed (M) 5 standards developed (L) 2 standards developed	(H) 15 standards developed (M) 8 standards developed (L) 4 standards developed	OI4.2 - assumes that the policy making process takes place during the lifetime of AFCAP.
		Achieved	0 standards developed	5 standards developed			
		Source					
Standards (in the form of a manual for example) - located in the relevant ministries/road departments Online availability of standards on AFCAP website and independantly within country based road depts (either in hard copy form of soft copy perhaps on a website)							
IMPACT WEIGHTING (%)	Output Indicator 4.2		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	RISK RATING
20%	Number of new/revised policies on rural access informed by research findings at the national authority level or regional institutions	Planned	0 policies informed/influenced by AFCAP research	(H)0 (M)0 (L)0 policies informed/influenced by AFCAP research	(H)1 (M)1 (L)0 policy informed/ influenced by AFCAP research	(H)2 (M)1 (L)0 policy informed/ influenced by AFCAP research	
		Achieved	0 policies informed/ influenced by AFCAP research	0 policies informed/ influenced by AFCAP research			
		Source					
National level data							
INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)	DFID SHARE (%)	
	800,000		200,000		1,000,000		80
INPUTS (HR)	DFID (FTEs)						

OUTPUT 5	Output Indicator 5.1		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	Assumptions
Management & development of AFCAP	Development of international stakeholder participation in and ownership of the AFCAP programme	Planned	0 AFCAP Steering Group meetings conducted by 2008	(H)4 (M)3 (L)2 AFCAP Steering Group meetings conducted by 2010	(H)8 (M)6 (L)4 AFCAP Steering Group meetings conducted by 2012	(H)9 (M)7 (L)5 AFCAP Steering Group meetings conducted by 2013	
		Achieved	0 AFCAP Steering Group meetings held	4 AFCAP Steering Group meetings held in London & Ethiopia (Malawi & Brussels)			
		Source Meeting Minutes Meeting attendance lists					
IMPACT WEIGHTING (%)	Output Indicator 5.2		Baseline (2008)	Milestone 1 (2010)	Milestone 2 (2012)	Target (2013)	
10%	Value for Money (needs to be tightened up?)	Planned	-	Positive DFID annual review + All contracts to be competitively tendered where there is sufficient competition to do so at 2010	Positive DFID annual review + Consultants invoices to be paid within 21 days of submission at 2011	Positive DFID annual review	
		Achieved	-	Annual DFID review successfully completed. AFCAP scored "2" and achieved 80% of its outputs			
		Source DFID Annual review Crown Agents procurement documentation Consultant spot checks of dates invoices V dates paid					
INPUTS (£)	DFID (£)		Govt (£)	Other (£)	Total (£)	DFID SHARE (%)	
		2,500,000					100
INPUTS (HR)	DFID (FTEs)						

Appendix F: Meetings Attended by AFCAP

Meetings attended by AFCAP CMG		
Date	Location	Person Met
7 April	CSIR Pretoria	P Page-Green M Pinard
7 April	CSIR Pretoria	M van Heerden E van Heerden
8 April	Development Bank of Southern Africa, Pretoria	G Smith
13 April	ANE. Maputo	M Jakisson L Fernandes N Leta
14 April	Hotel VIP, Maputo	Semi Annual Review Meeting for Road Sector. +/- 200 participants from govt, donors, private sector.
5 May	Capital Hotel, Lilongwe	LVSR Study workshop. 40 participants from government and private sector
12 May	Travellers Lodge, Bagomoyo	Steering Group meeting
13 May	Slipway Hotel, Dar es Salaam	G Taylor J Hine
24 May	ERA, Addis Ababa	T Greening Ato Alemayehu Abeba Berhanu Ato Tewodros
25 May	ERA, Addis Ababa	Daniel Nebro Frew Bekele
26 May	Dreamliner Hotel	D Ergicho (Roughton)
27 May	ERA, Addis Ababa	Ato Mulugeta Frew Bekele
27 May	ERA, Addis Ababa	Ato Alemayehu Abeba Berhanu
2 June	Egis BCEOM, Nairobi	P Robinson H Orwa
2 June	Materials and Research Dept, Nairobi	S Kogi

3 June	KeRRA, Nairobi	A Kidanu
3 June	Kenya Roads Board	H Kihumba
4 June	Maranga, Central Province, Kenya	Site Visit
6 June	Ministry of Transport and Roads, Juba	J Maker (Under Secretary) P Wai Wai
6 June	WFP compound	S Crosskey P Wai Wai
7 June	EC compound	M Pedretti
7 June	Ministry of Transport and Roads	Feeder Roads Technical Committee meeting

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