

## RURAL ACCESS IS VITAL

Transport is fundamental to economic growth and the delivery of basic services, and low volume roads are the principal form of transport in the rural parts of most low-income countries (LICs). People require access to reach basic services and all kinds of economic and social opportunities. However, an estimated one billion people live further than 2 km from an all-weather road. Isolated communities are often left behind in development. The challenge is to achieve sustainable access at justifiable cost and promote the availability of reliable and affordable means of transport in rural areas.

## THE AFRICA COMMUNITY ACCESS PARTNERSHIP (AFCAP)

The Africa Community Access Partnership is a **research programme** for the rural transport sectors of Africa, funded by UKAid. The programme follows on from the AFCAP1 programme that ran from 2008 to 2014. It includes research on design standards and maintenance of low traffic rural roads and on transport services in rural areas. The programme looks to stimulate the effective uptake of research outputs in policy and practice.

The overall objective of the Partnership is to **improve accessibility of the rural poor in Africa** to economic opportunities and social facilities through improvements to infrastructure and transport. The immediate focus is on **strengthening the evidence base** on more cost effective and reliable low volume road and transport services approaches, thereby influencing policy and practice.



## THE APPROACH

AFCAP supports workable, high quality, applied research that will support low income countries to design, build and maintain all-weather rural roads to poor communities. In **close collaboration with existing and newly formed national research centres and local partners**, the programme designs and implements a portfolio of research, capacity building and knowledge management initiatives in rural transport.

## THE IMPACT

The first phase of AFCAP has seen significant work on Low Volume Sealed Roads (LVSR). A cost-benefit analysis demonstrated that this has the potential to impact on over 12'000km of paved roads in Africa. Over the second phase, running from 2014 through 2020, the Partnership aspires to the improved provision and maintenance of over 130'000km of rural roads by 2020 in Africa.





## GETTING RURAL TRANSPORT ON THE INTERNATIONAL DEVELOPMENT AGENDA

AFCAP is supporting the partnership on Sustainable Low Carbon Transport (SLoCAT) in an effort to contribute towards a better integration of rural transport in the post-2015 Sustainable Development Goals and to promote a prominent place for rural transport in the implementation of the post 2015 development framework. The partners aim to raise awareness about the importance of sustainable rural access and have multi-lateral institutions and governments commit to support rural transport infrastructure and services.

## WHERE DOES AFCAP WORK?

During the first phase the Partnership has worked in the following focus countries in Sub-Saharan Africa: DR Congo, Ethiopia, Kenya, Malawi, Mozambique, South Sudan and Tanzania. Activities were also supported in Zambia, South-Africa, Cameroon, Nigeria Ghana, Liberia and Sierra Leone. Over the current phase the Partnership plans to expand the geographic scope to a maximum of 12 countries in Africa.

## IMPROVING ACCESS TO EXISTING RURAL TRANSPORT KNOWLEDGE

A Rural Access Library is in place and can be accessed on [www.afcap.org](http://www.afcap.org). The freely available online repository holds close to 500 knowledge items and it is continuously being updated.

## ACHIEVING IMPACT THROUGHOUT SUB-SAHARAN AFRICA

### Nigeria: Improving emergency health transport

In Nigeria AFCAP supported the development and evaluation of efficient and cost-effective health transport for women with pregnancy complications to access emergency obstetric care.

### Malawi: Cost savings in the construction of rural roads

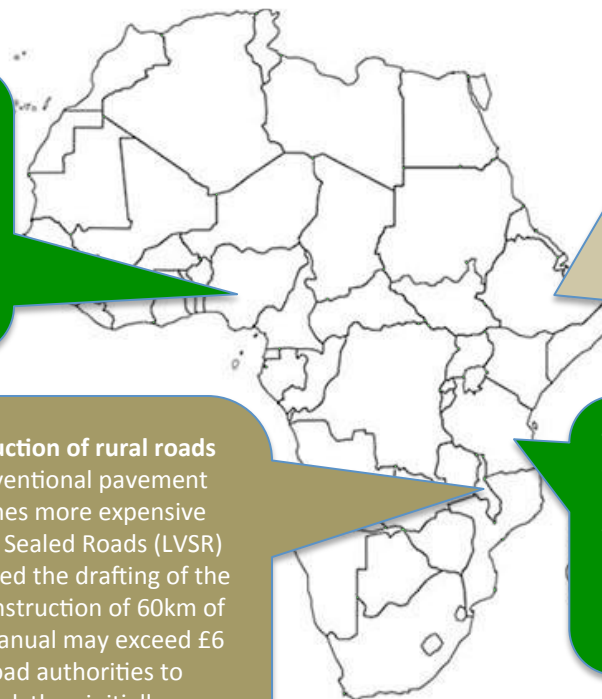
Roads built in accordance with conventional pavement design approach are up to three times more expensive than those built to the Low Volume Sealed Roads (LVSR) approach, for which AFCAP supported the drafting of the manual. The cost savings on the construction of 60km of LVSR as a result of using the new manual may exceed £6 million. This allows the Malawian road authorities to upgrade a significantly larger network than initially foreseen.

### Ethiopia: Supporting the district road investment programme

AFCAP's substantive contribution includes the development of a suite of design manuals for low volume roads (LVR). The manuals were formally adopted by the Ethiopian Roads Authority.

### Tanzania: Getting farmers to the market

AFCAP supported efforts in Tanzania to help farmers get to market by improving access through upgrading existing roads to all-weather standards.



### MORE INFORMATION

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