

# OPTMISING THE BENEFITS OF RURAL TRANSPORT INFRASTRUCTURE THROUGH DEVELOPMENT OF TRANSPORT SERVICES

## Lessons on rural access from Makete Integrated Rural Transport Project

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## **INTRODUCTION TO MAKETE INTEGRATED RURAL TRANSPORT PROJECT [MIRTP]**

A pioneer RTT project implemented 1985-996 in Tanzania

1. 95% of all rural transportation done on foot and head-loading;
2. 80% of all travel was spent on transportation for basic needs;
3. 85% of all transportation by women, and 15% by men and children;
4. An average household of 5 persons spent 7 hours every day on transport related activities
5. Rural Transport (RT) services are poor or unavailable, and walking and head-loading dominate rural travel and transport activities.

## INFLUENCE OF MIRTP ON RURAL TRANSPORT THINKING (1)

MIRTP Prompted some key paradigm shifts.

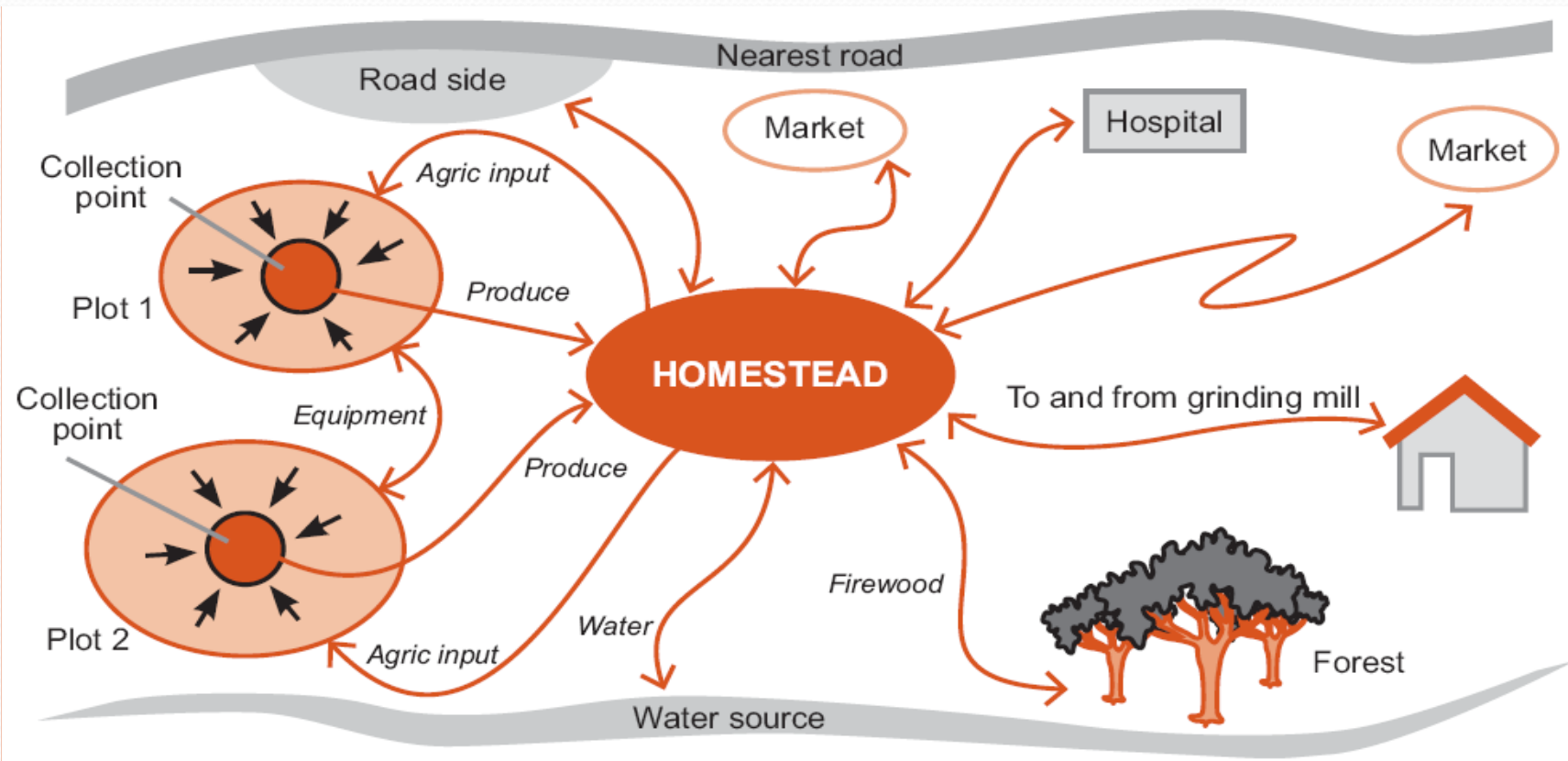
1. The recognition that “*Roads Are Not Enough*”.
2. A shift from exclusive *development of transport infrastructure*, to a focus on transport and its links to “development outcomes”, i.e., From *transport* to *access*
3. Highlighted the need for transport to focus on the households [demand side] rather than the planners [supply sides] in seeking solutions to rural transport problems

## **INFLUENCE OF MIRTP ON RURAL TRANSPORT THINKING (2)**

MIRTP helped focus on two important dimensions of Rural Transport, namely;

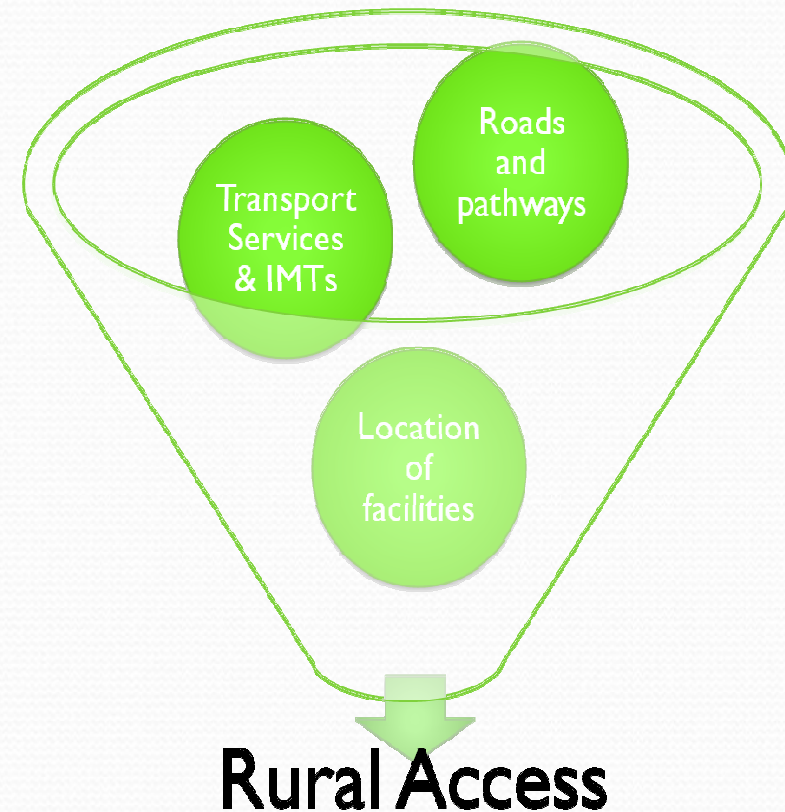
- 1. Rural Transport Services [RTS]:** Giving attention to the transport means - both motorised and non-motorised – that provide mobility for people and goods.
- 2. Rural Transport Infrastructure [RTS]** Drew attention to the need to focus on the entire rural network from the strategic rural feeder roads to the basic access infrastructure - tracks, footbridges, drainage structures etc that provide the last mile

# THE INVISIBLE FIRST MILE: NEED TO WORK ON THE LOWER TIER OF INFRASTRUCTURE AND SERVICES



## A HOLISTIC VIEW OF ACCESS

- Provision of facilities and services
- Transport services. Community vehicle
- Rural roads infrastructure



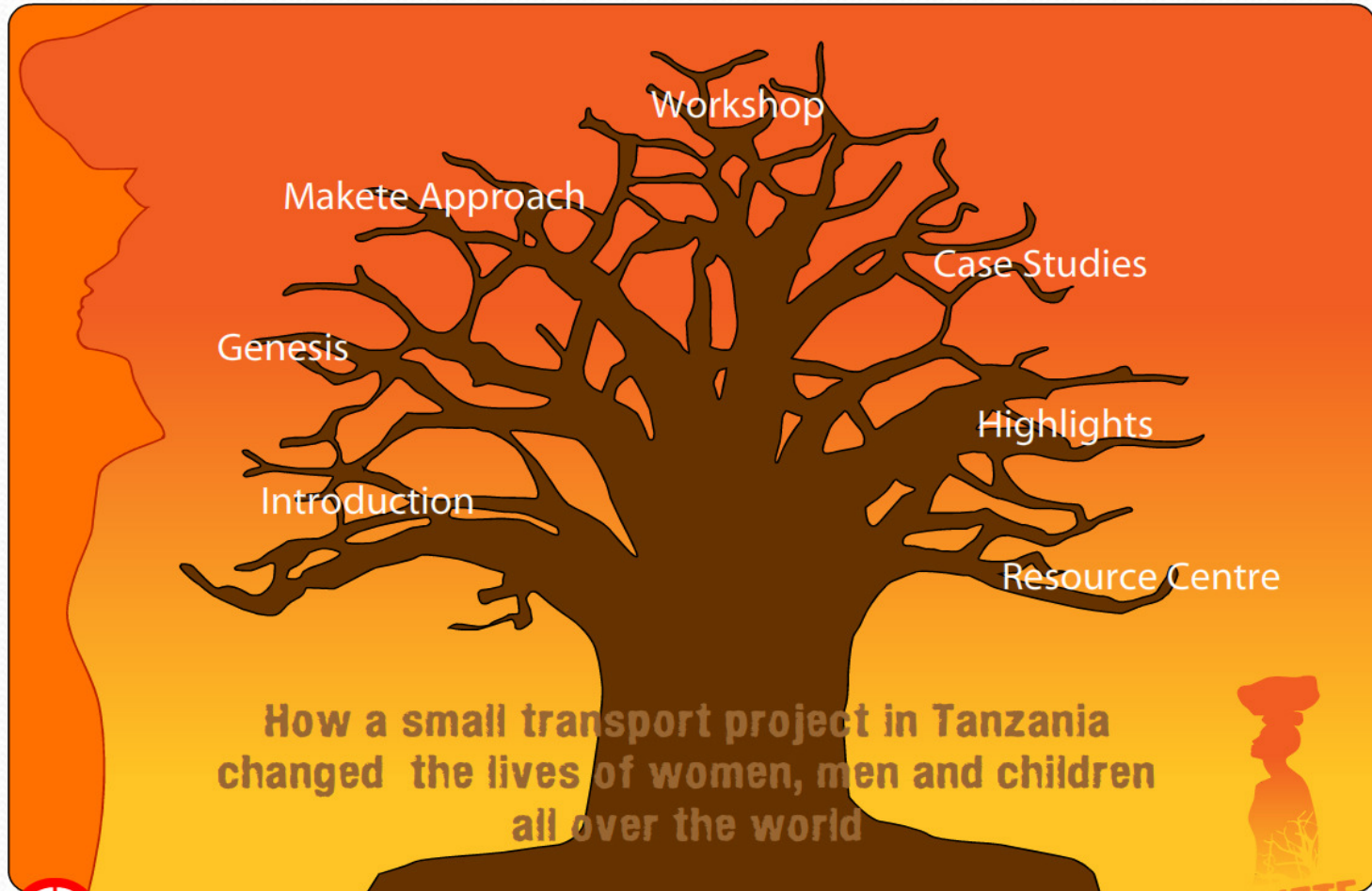
## RELEVANT LESSONS FROM MIRTP

1. MIRTP raised doubts about the performance of a rural transport policy approach that exclusively focuses on investments in roads' construction.
2. Highlighted the low volumes of effective demand for market based transport services: Lack of good market foundations for reliable, private sector RTS
3. Pointed out the need to focus on accessibility, i.e., how to ensure rural people have the means to access basic services such as health, schools, farms etc
4. Raised questions on ways in which rural transport can play in meeting the wider goals of livelihood enhancement and poverty reduction.

## SOME QUESTIONS TO PONDER

1. Is there a responsibility for transport policies to address the issue of rural transport services as a matter of public interest?
2. Is private sector response to provision of transport services adequate to address the wider development goals of access to services that enhance rural livelihoods?
3. How are we responding to changing trends in rural mobility – growing use of bicycles and motorcycles in Africa, ICTs etc.
4. Have we actually effected the paradigm shift 30 years after MIRTP?

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**Thank you**