

SEACAP Practitioners Meeting
4-6 November 2008, Vientiane, Lao PDR

Keynote Address

SEACAP
Agent for Change



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gTKP

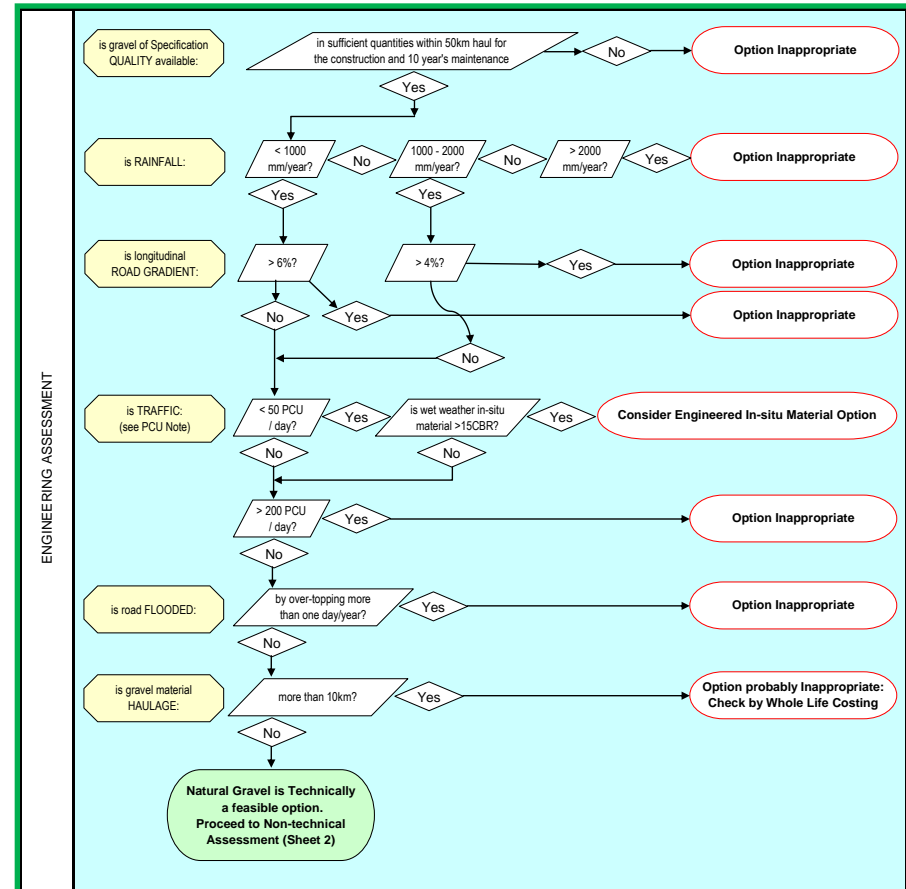
Rural Transport Theme Champion

Why are we here?

- **SEACAP has now been operating successfully in Cambodia, Lao PDR and Vietnam since 2004**
- **Through active cooperation between the host countries, the international agencies and the SEACAP practitioners, substantial new knowledge and experience has been developed**
- **With SEACAP activities planned to be absorbed into a wider regional initiative, it is timely to review progress and outputs, synthesise the knowledge, and discuss future Mainstreaming needs**

Reflect on Success

Agent for Change – Limitations on Gravel use



Reflect on Success

Agent for Change – Engineered Natural Surfaces
Understanding that Earth Roads have a role

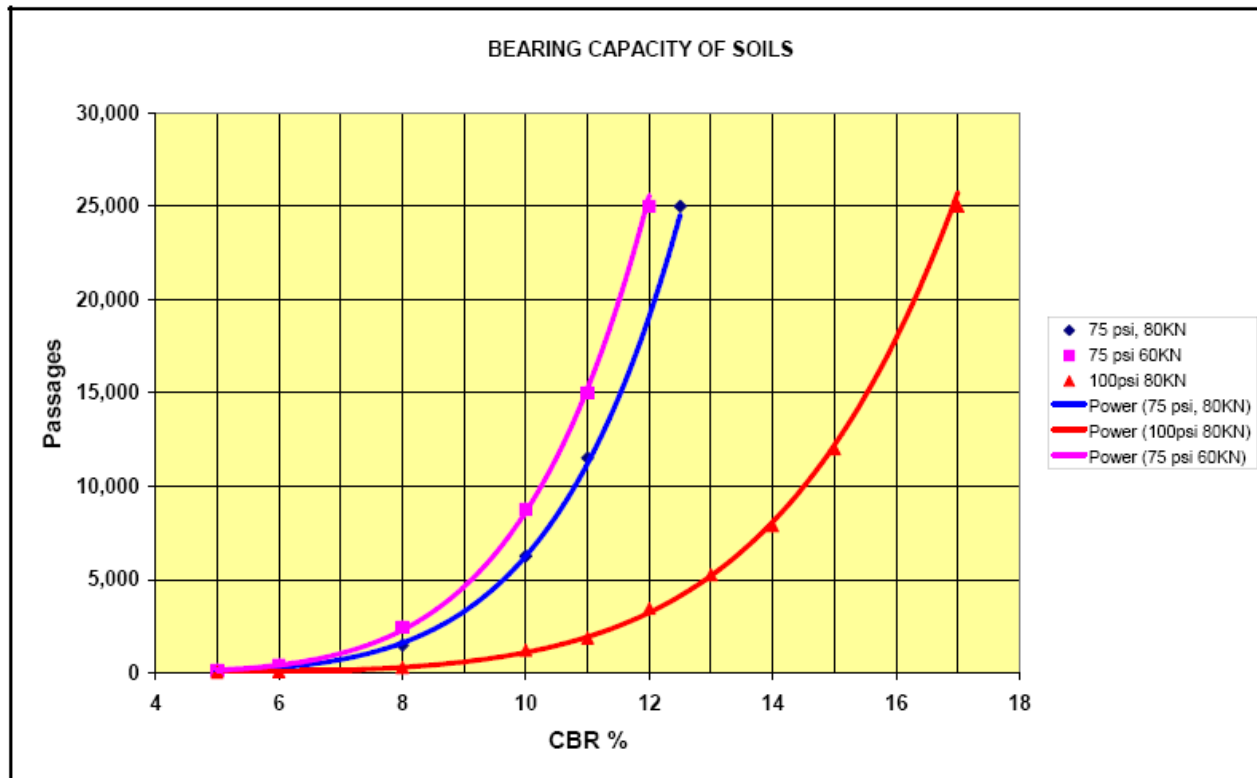


Figure 4.1 Bearing capacity of soils (from Ahlvin and Hammitt, 1976)

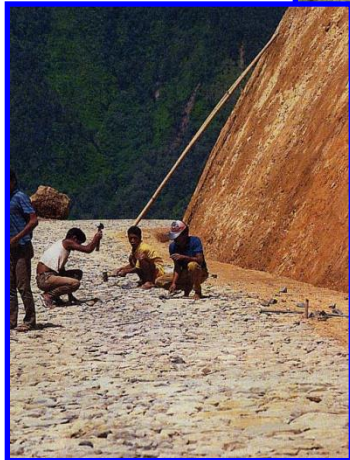
Reflect on Success

Agent for Change : Slope Stability Solutions



Reflect on Success

Agent for Change : LVRR Surface Options



Reflect on Success

Agent for Change – Raising Key Issues

- **Involvement of Stakeholders**
- **Local Vehicle characteristics**
- **Road Maintenance Capacity**
- **Appropriate affordable standards**
- **Environmentally Optimised Design (EOD)**
- **Quality Control & Contract Supervision**
- **Sustainability**

No time to relax!

- **National and international poverty reduction goals at risk**
- **Continuing national resource shortages**
- **Transport sector has great potential to improve its efficiency and support national development**
- **Transport assets are expensive and we need to improve management of them**
- **We need to optimise the use of the locally available resources to ensure sustainable transport solutions**
- **Knowledge/Good Practice NOT Mainstreamed!!!**
- **The job is not complete!!!**

How can we increase the impact of Rural Transport initiatives?

- **Create Impact Awareness for Rural Transport**
- **Make Key Knowledge easily accessible**
- **Ensure the knowledge is mainstreamed into everyday use**

These are all knowledge management issues!

Knowledge Application Strategy

- **Ensure existing knowledge is compiled and accessible to decision makers, practitioners & media**
- **Define Good Practice & provide Case Studies**
- **Identify knowledge gaps**
- **Mobilise resources to close knowledge gaps**
- **Ensure that knowledge is mainstreamed through standards, specifications, procedures, education, training, demonstration and mentoring programmes**

Suggested Priority Issues for Action

Informed Decision Making

Knowledge to be better compiled and disseminated to support:

- **Development of Appropriate Policies, Strategies, Standards, Specifications & Processes**
- **Involvement of Stakeholders**
- **Demonstration of sector competence & Value for Money**
- **Inclusive processes; recognising Social, Environmental Disadvantaged groups issues**

Community Participation

- **Community and Agricultural Sector consultation at all stages**
- **Equitable contributions & exploitation safeguards, especially for voluntary inputs**
- **Integrated Accessibility Planning**
- **Mobilize New sources of support**
- **Encourage Community Driven Development**

Role of Intermediate Means of Transport

- **Safe & Affordable Transport for the Poor, either owned or through services provision**
- **Complementary to Conventional Vehicles, especially at tertiary 'spokes and hubs'**
- **Improved documentation of successes**
- **Government Role to recognise, encourage, enable and control IMTs**

Effective Transport Asset Management

- **Data: Category, Inventory, Condition, Value, Needs**
- **Objective assessment of Maintenance Capacity**
- **Safe Design – Incorporate WLC* & Maintenance Realities**
- **Make maintenance Affordable & Manageable**
- **Improve Procedures + Systems to justify funding**
- **Efficient Contracting, Quality Assurance & Technical Audit framework**
- **Control Access by damaging vehicles**
- **Conflict and disaster recovery strategies**
- **Improve transport mode integration**

** WLC = Whole Life Costs*

Universal Basic Access at Affordable Cost

- **Proven Poor Access – Poverty Link**
- **Standards and Investment to suit Means of Transport, using ENS, EOD*, spot improvement strategies etc.**
- **Paved road cost \approx US\$50,000/km?**
- **Basic Access cost \approx US\$10,000/km?**
- **With Stakeholder and Benefactors involvement, can we reduce $<$ US\$10,000/km?**
- **Must be maintainable with the resources available**

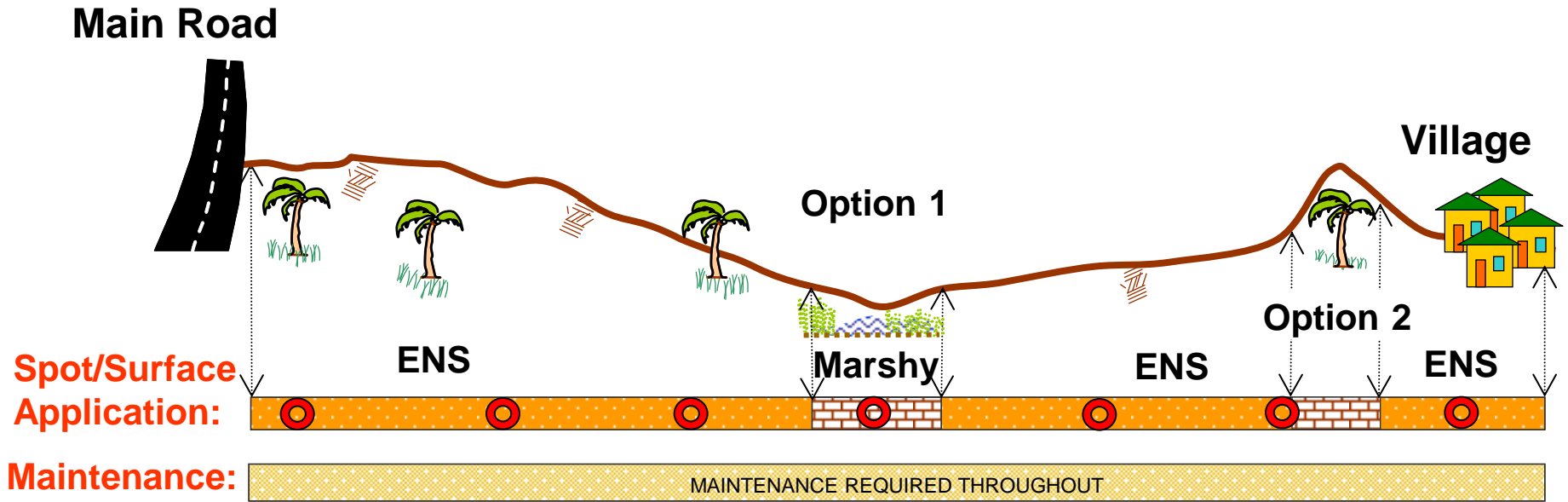
*** *ENS = Engineered Natural Surface***

EOD = Environmentally Optimised Design



Spot improvement strategy

Example application over a typical rural route



Spot/Surface Application:

Maintenance: MAINTENANCE REQUIRED THROUGHOUT

Low Cost Structure or culvert



Surface Options



Engineered Natural Surface (ENS)



(Earth Road)

Maintenance



Local Capacity Development

- **At central, local government and local contractor and consultant levels**
- **Through Education, Training, Demonstration & Mentoring**
- **Positively cultivate and support the next generation of regional expertise**
- **Funds should be ‘earmarked’ for these activities**
- **Improve Knowledge transfer and retention**
- **Identify and support ‘Champions for Change’**

'Roads alone are not enough!'

Promote complementary initiatives to ensure:

- **Affordable local transport services**
- **Inclusivity for all community members**
- **Complementary with other rural development initiatives: water transport, agriculture, health, education, business, SMEs etc.**

Transport Knowledge Investment

- **Creating Knowledge (e.g. SEACAP, & AFCAP)**
- **Accessing, Sharing, Compiling and Applying Knowledge (e.g. gTKP & IFRTD)**
- **Ensuring Mainstreaming e.g. Update Standards and Specifications (all agencies)**
- **Funding required for the above & narrowing Knowledge & Application Gaps**
- **Improving sector ‘toolkits’**
- **Establishing Sustainable Institutional Knowledge bases**

Summary of Rural Transport Key Issues

- **Informed Decision Making**
- **Community Participation**
- **Role of Intermediate Means of Transport**
- **Effective Transport Asset Management**
- **Universal Basic Access at Affordable Cost**
- **Provision of Sustainable Low-Maintenance Road Surfaces**
- **Local Capacity Development**
- **‘Roads are not enough!’**
- **Transport Knowledge Investment**

Next Steps

Where do we go from here to put these essential issues into action?

We must all follow through to ensure that the SEACAP knowledge is effectively mainstreamed

And Finally

**REQUIRED - A worthy & effective SEACAP
successor**

Agent for
Change in
Asia and
Pacific

