

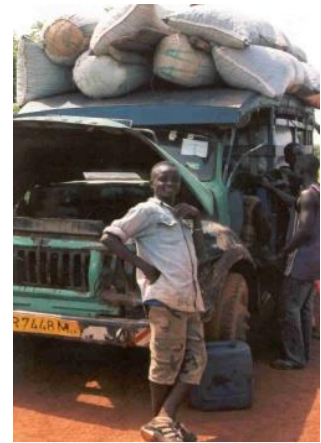
AFCAP: An introduction to the African Community Access Programme

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- Established 2008, finishes June 2014
- DFID-funded, currently managed by Crown Agents
- Focus on promoting **safe and sustainable access** to markets, healthcare, education, employment, social and political networks for rural communities in Africa
- Supports **research and knowledge sharing** to *enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources*
 - 2 foci: **engineering + transport services**
- Ongoing/recent work in Ethiopia, Kenya, Ghana, Malawi, Mozambique, Nigeria, Tanzania, Zambia, South Africa, Democratic Republic of Congo, South Sudan
- A new 6-year AFCAP/ASCAP to follow



Transport services: an expanding component of AFCAP work

- Poor provision and maintenance of road infrastructure is a major issue

BUT also growing recognition that ‘Roads are not enough’

- Poor transport service availability, unreliability, high fares etc.
- Very poor safety record
- Limited ownership of motorised vehicles; limited access to IMTs
- Particular difficulties for disadvantaged groups – old, young, infirm, women
- Particular difficulties of meeting health emergency transport needs
- Issues out of sight of central government



AFCAP: Meeting the transport needs of vulnerable people

- People with limited/reduced mobility a key focus of transport services research funded by AFCAP
 - Older people
 - Women [including re maternal health]
 - People with disability/infirmity
 - Children



1. AFCAP projects *specifically* supporting Transport Services for vulnerable people

- Older people's access to health and livelihoods in Tanzania
- Emergency transport for improved maternal health: Ghana, Nigeria + pan-African perspectives
- Motorcycle ambulance trailers for emergency transport, Zambia
- Getting effective gender analysis into transport planning: Nigeria + pan-African study
- Transport in post- conflict contexts; desk review + field study in DRC



2. Wider AFCAP research highly relevant for vulnerable groups

- Road safety, with particular reference to motor-cycle taxis, Tanzania
- Explicating First Mile costs of smallholder farmers (including porters), Kenya
- Building knowledge of Africa's rural transport operator associations
- Potential impacts of climate change on transport
- Developing Transport Services Indicators
- Training courses to expand expertise in transport services



Developing innovative participatory methodologies in AFCAP

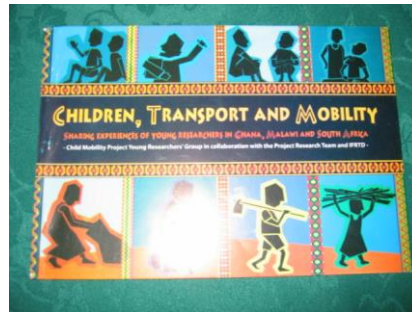
- **Rural Transport Services Indicator**

- Aim is to complement the World Bank 2km Rural Access Indicator



- **Co-investigation of TS problems with communities**

- Children and youth as co-researchers: booklet for schools; University of Pretoria informal transport study
- Older people as co-researchers



AFCAP Transport Services training courses

- Shortage of professionals with TS knowledge
- 2 recent short courses
 - University of Cape Coast, Ghana [for West Africa]
 - University of Malawi [for southern Africa]
- Aimed at early career staff
- Emphasises transport constraints of vulnerable groups
- Emphasis on participatory methodologies for researching their needs [data collection + analysis]
- Considers how transport planners can help meet their needs
- Practical work including field exercises



Conclusion: AFCAP contributions in the Transport Services arena

- TS only a small part of the AFCAP programme, but of growing importance
- Supporting gender equity + social inclusion of disadvantaged groups in the transport sector
- Pioneering research in new areas e.g.
 - Innovative methodologies
 - transport and mobile phone connectivities
 - transport and conflict/ fragile states
 - road safety, especially motorcycle taxi services
 - potential impacts of climate change
- Raising consciousness of transport services amongst engineering and non engineering professionals in Africa and beyond
 - building a network of transport services specialists
 - contributing to global and regional debates promoting rural transport from the margins to the centre of the development equation i.e. post MDGs



AFCAP 2: EXCITING POTENTIAL TO BUILD ON THIS WORK OVER THE NEXT 6 YEARS

