

## Safe and sustainable transport for rural communities

Dear colleague,

We are pleased to present you with the first edition of the ReCAP e-Newsletter. ReCAP brings together the activities of the Africa Community Access Partnership (AfCAP) and Asia Community Access Partnership (AsCAP). The Newsletter will be issued every three months to inform you of various projects and results under the ReCAP programme, upcoming calls for papers/abstracts, event announcements and tenders.

We take the opportunity to point out a particularly exciting opportunity to hear of the latest transport and road research at the upcoming International Conference on Transport and Road Research, to be held in Mombasa, Kenya on 15<sup>th</sup>-17<sup>th</sup> March 2016. Together with the Kenya Roads Board (KRB) and the Materials Testing and Research Department (MTRD) of the Kenya Ministry of Transport and Infrastructure, we look forward to welcoming you there. More information can be found on the conference website, please click [here](#).

Please do not hesitate to share this e-Newsletter with your colleagues and know that a English edition is also available.

The ReCAP team

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### Road Research: ReCAP awards Asset Management contract to Roughton

ReCAP is pleased to announce that the regional project for "Research on New Asset Management Approaches for Maintaining and Improving Local Road Access" has been awarded to Roughton International Limited.

In the late 1980s, the World Bank's seminal Study on *Road Deterioration in Developing Countries – Causes and Remedies* highlighted the urgent need to address road maintenance in sub-Saharan Africa if investments in road infrastructure were not to be lost. Since that time, significant progress has been made in the maintenance of main roads including the establishment of Road Funds in a number of countries. However, relatively less progress has been made in respect of local roads providing access to rural communities in Sub-Saharan Africa.

These typically comprise some secondary roads but mainly the tertiary road system and other local access roads that represent about 80% of the total road network in the region.

The motivation for this project is that the current approach to the maintenance of local and tertiary roads providing community access, based on an approach similar to that used for the main road system, is not appropriate. In particular, the planning and implementation of rural road maintenance takes insufficient account of the current realities. Examples are:

- The available skills in local government technical departments, local contractors and community based organisations;
- The strengths and weaknesses of the local road management arrangements and institutional set-up;
- The strengths and weaknesses of systems for transferring funds for road maintenance and improvement from central to local authorities;
- The types of roads – particularly the prevalence of earth and gravel roads, many of which are non-engineered;
- The type and volume of traffic on the tertiary road system; this can be less than 10 motor vehicles per day on some roads, but with high levels of non-motorised traffic.

The project is scheduled for 27 months and will investigate alternative approaches to managing and maintaining the tertiary road network that provides essential access to rural communities. There are three phases to the project covering Formulation, Implementation and Dissemination. The Formulation phase is scheduled to be completed within 5 months of the start of the project and will provide a detailed study design report including the proposed research methodology and selection of partner countries to be involved in the Implementation phase of the project. A stakeholder workshop is scheduled for the end of the Formulation phase to agree the way forward for implementation and subsequent dissemination of the findings.

*For more information, please contact Les Sampson, ReCAP Infrastructure Research Manager, at [les.sampson@cardno.uk.com](mailto:les.sampson@cardno.uk.com)*

### **Crosscutting issues: Gender mainstreaming in the transport sector**

ReCAP has initiated a discussion, moderated by Mrs. Priyanthi Fernando on <https://dgroups.org/worldbank/gatnet>, to map research needs in gender mainstreaming in rural transport. Despite a decade or more of research into gender and transport by the International Forum on Rural Transport and Development (IFRTD), the World Bank, universities and other agencies, gender issues have not been mainstreamed into the sector and **women remain more disadvantaged than men** when it comes to mobility and access. The discussion is premised on the idea that there is plenty of information out there about women's mobility and access needs etc. Therefore, it is not about a lack of knowledge, but more about how decision-making takes place in the sector, what information is shared and how.

The discussion has been organised in four weekly segments. Segment 1 ran in the first week of November and discussed what is meant by gender mainstreaming, and why it is important for the rural transport sector. Segment 2 started on 9<sup>th</sup> November and called for stories from participants' experience of where gender mainstreaming has worked in the transport sector or where it has not. The emphasis therefore is on rural transport and with specific focus on storytelling. Segment 3 will use the stories shared in Segment 2 to try and understand what were the factors that made gender mainstreaming possible and what were the factors that constrained gender mainstreaming. This will be a more analytical segment. Finally, in Segment 4 the discussion will identify the **potential areas for more research** and will form the basis for a request for proposals from ReCAP.



Photograph: Paul Starkey

The first week's discussion took on the **definition** of gender mainstreaming put forward by the United Nations in 1987:

*“The process of assessing the implications for women and men of any planned action, including legislation, policies or programmes, in all areas and at all levels. It is a strategy for making women’s as well as men’s concerns and experiences an integral dimension of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres so that women and men benefit equally and inequality is not perpetuated. The ultimate goal is to achieve gender equality.”*

But the discussion also aimed to look at its more **transformative nature** – one that challenged the dominance of patriarchy and the implicit assumption of a naturally gendered order. Implicitly and explicitly, the contributions to the discussion showed how women do transcend stereotypes (for example, become drivers of three-wheel electric hire vehicles in Nepal), how those initiatives led to transform gender relations within a community and strengthen women’s political participation and economic status at a local level.

Other examples that were shared included; how women were integrated into transport planning through leadership training, how different initiatives strengthened women’s participation in transport decision making at the community level, how women engineers were recruited into male-dominated transport delivery organisations and how projects ensured equal pay for equal work whilst being sensitive to women’s care giving roles, providing day care centres so women with children could come to work. The discussion also brought up the issue of what the feminist discourse calls ‘inter-sectionality’, i.e. how discrimination and deprivation due to gender intersects with other factors such as age, caste, ethnicity or disability.

Very pertinently, the discussion also raised the question of **sustainability** of these typically project initiatives. A legal framework that protects the position of women workers/representatives and gives them the mandate to continue to benefit from rural transport development can be seen as the essence of gender mainstreaming.

The discussion on gender mainstreaming in rural transport continues on: <https://dgroups.org/worldbank/gatnet>. To participate, sign up by sending an email to [gatnet@dgroups.org](mailto:gatnet@dgroups.org). The discussion can also be followed also on the [Gender , Equity and Transport pages](#) on Facebook. Key posts are shared on the ReCAP and SSATP pages on LinkedIn.

*For more information, please contact Priyanthi Fernando at [priyanthi.fernando@gmail.com](mailto:priyanthi.fernando@gmail.com).*

### **Road Research: Technical auditing on Low Volume Roads in Malawi**

The most recent AfCAP activities in Malawi have included a review of the design and contract documents for the World Bank financed Agricultural Sector-Wide Approach Support Project (ASWAP-SP), as well as the undertaking of a technical audit of two of the roads. The reason for carrying out the audit is to ensure that the professional services provided by consultants and contractors are carried out in an efficient and effective manner and to the highest possible standards. Ideally, a technical audit should be done for all projects, but it is all the more important on such roads that have been designed on the basis of the Malawi Manual for the Design of Low Volume Sealed Roads Using the Dynamic Cone Penetrometer (DCP)-DN design method for the first time.

The audit process is essentially a formal, systematic procedure for undertaking an independent, objective, assessment of a project to determine the extent to which it has complied with various prescribed procedures, standards and specifications set down in the project documents. For this project, three audit rounds are envisaged during the construction phase; at the beginning, during and at the end of construction. The first round has just been completed and the next step in the process is the reporting of the audit results to the Malawian roads authority, which then has the opportunity to respond to the issues raised.



*Source: AFCAP MAL2007B Technical Audit Report, Mike Pinard, Jon Hongve and Estime Mukandila, October 2015*

The final audit report will become available in [ReCAP's Rural Access Library](#). Documentation on previous AfCAP activities in Malawi related to ASWAP-SP is equally available, such as: [Presentation: Design Principles for evaluation of ASWAP-SP Road Projects](#).

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## Rural Transport Advocacy: Rural transport's reflection in the Sustainable Development Goals (SDGs)

ReCAP is partnering with the Partnership for Sustainable Low Carbon Transport (SLoCaT) with the aim to increase awareness about rural transport at the level of multi-lateral institutions and national governments. In the framework of this cooperation, SLoCaT has recently developed a report that assesses the challenges and opportunities of **financing rural transport services in developing countries**. This report is complemented by a factsheet evaluating the **importance of rural transport for agriculture and rural development**. These two knowledge products are part of an ongoing effort to improve rural transport and enhance rural access within the agenda of the Global Goals on Sustainable Development, which were adopted in September 2015.

Most government and donor efforts in rural transport to date have focused on financing rural transport *infrastructure* without giving corresponding attention to expanding rural freight and passenger *services*. The provision of rural transport services has been mostly **left to the informal sector**, which is often excluded from conventional financial arrangements. Even when there is a high degree of organisation in the delivery of rural transport services, they are often dominated by transport associations or cartels, which creates a substantial gap between the costs and prices of agricultural produce and goods sold in rural areas.

Thus, attracting finance for rural transport services is **key to improving food supply chains** and expanding other income-earning opportunities in rural areas. The recommendations to enhance the service frequency and reliability of rural transport include:

1. Complementing road infrastructure initiatives with appropriate subsidy schemes for service providers;
2. Promoting innovative use of ICT to support underserved areas; and
3. Providing emergency services and enhance efficiency in transport of goods and passenger loads through shared mobility options.

An efficient rural transport system is crucial to developing agriculture and reducing rural poverty as reducing rural transport costs can raise farm-gate prices, increase farmers' incomes and help reduce the price of food in urban areas. It can also facilitate timely distribution of farm inputs (e.g. fertiliser, insecticide), increase agricultural yields and extend cultivated areas, and reduce post-harvest losses. Yet at present, rural transport systems in most developing countries, particularly in Africa, are still far from optimal and this can increase costs and perpetuate poverty.



Strategies for improving rural transport and agricultural production include **tackling 'first-mile' constraints** of moving produce from farm to market, reducing losses in value of agricultural produce during transport, addressing inefficiencies and monopolistic practises of rural transport operators, developing modern agricultural supply chains (particularly for high-value export crops) and increasing resilience to climate impacts, including through rural road improvements.

You can download the [Rural Transport & Agriculture Fact Sheet](#) here.

*For more information on the knowledge products, as well as the broader ReCAP-SLoCaT rural transport partnership, please visit the [Rural Transport](#) section of the SLoCaT website.*

## Short ReCAP News:

### AfCAP and AsCAP steering groups meet in London

The AfCAP and the (newly established) AsCAP steering groups met in London to discuss progress and plans for research projects. A joint meeting of both groups was organised to discuss crosscutting issues and to strengthen the ties between the regional partnerships. The AsCAP meeting saw the election of AsCAP chair, Mr. Jeevan Kumar Shrestha, Director General of the Nepalese Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR).



*AfCAP and AsCAP steering committee members, joined by the ReCAP Executive Committee, Technical Panel and Project Management Unit.*

### Tender alert: Individual frameworks for Road infrastructure and Transport services experts

ReCAP is seeking applications from individual experts to establish a pre-qualified registration list of highly qualified and experienced consultants. Consultants will be engaged on activities through individual framework contracts in road infrastructure and related capacity building and transport services and related issues. The deadline for applications is 11<sup>th</sup> December 2015.

[Read more...](#)

### ReCAP Blog-post: Sustainable Development and Low Volume Roads

ReCAP is pleased to present a first blog-post in a series on trends in the transport sector that affect the development and implementation of low volume roads and rural transport services in Asia and Africa. This first blog is by **Dr. Dipanjan Basu**, who is an Assistant Professor at the **University of Waterloo, Canada**.

[Read more...](#)

### Upcoming events and calls:

<a href="#">International Conference on Sustainable Asphalt Pavement for Developing Countries (ICONSAP) 2016</a>	New Delhi, India	21 <sup>st</sup> -22 <sup>nd</sup> January 2016
<a href="#">International Conference on Transport and Road Research</a>	Mombasa, Kenya	15 <sup>th</sup> -17 <sup>th</sup> March 2016
<a href="#">Transport Research Arena Conference</a>	Warsaw, Poland	18 <sup>th</sup> -21 <sup>st</sup> April 2016



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