

Safe and sustainable transport for rural communities

Dear Colleague,

We are pleased to provide you with the July edition of ReCAP'S e-Newsletter. This edition covers:

- > Recent key international events for the roads and transport sector.
- > A focus on two partner countries: Sierra Leone and Liberia and how ReCAP is working with them to enhance their transport systems for improved access.
- > Insight into how ReCAP is generating discussion and sharing information on motorcycle taxis.

Please feel free to share this e-Newsletter amongst your networks. Should you require any further information on any of the projects discussed, please don't hesitate to contact us.

Enjoy!

The ReCAP team

Contents:

Measuring Universal Rural Access in the Sustainable Mobility for All initiative	1
Supporting future industry leaders	2
Enhancing rural transport systems in Sierra Leone and Liberia	4
Knowledge dissemination and exchange on motorcycle taxis	5
ReCAP News	7
Upcoming Procurement and Events	8

Measuring Universal Rural Access in the Sustainable Mobility for All initiative

At the Climate Action Summit in May 2016, the World Bank Group president called for action to accelerate efforts to transform the transport sector. He proposed the development, in association with important transport stakeholders, a new and strategic global initiative that would support the implementation of the SDGs and transform the transport sector. [\[1\]](#)

The UN Secretary General concurred and in November 2016 the UN High Level Advisory Group on Sustainable Transport issued recommendations on the establishment of a monitoring and evaluation framework for sustainable transport involving UN and non UN organizations. This new initiative was called Sustainability Mobility for All, or SuM4All; a term endorsed by representative transport stakeholders on April 5, 2017.

The World Bank has taken this initiative forward together with a wide range of partners and stakeholders including significant support from the UK Department for International Development (DFID) with technical contributions from ReCAP. The

initiative aims to facilitate the delivery of four primary objectives of sustainable transport: Universal Access, Efficiency, Safety, and Green Mobility.

Rural Access and the Sustainable Mobility for All initiative

The Rural-Urban Access Continuum Rural is a major component of the SuM4All Universal Access objective and within that the Rural Access Working Group (RAWG) with significant active support from DFID, is making a major contribution to the development of an initial, but updateable, Global Mobility Report (GMR) and related global tracking indicators. The GMR 2017 establishes a baseline for data and indicators, and periodic updates are planned to refine indicators and update trend analyses. It is suggested that ReCAP through a combination of research evidence and focussed advocacy can be a major contributor to this effort.

Rural Access and the Sustainable Development Goals

Directly or indirectly, rural transport is a key enabler to achieving a number of the 2030 Sustainable Development Goals (SDGs). Although there is no dedicated SDG target on rural access, successful scaled-up implementation of rural transport will contribute to realising SDG 1 to alleviate poverty; SDG 2 to achieve zero hunger and ensure food security; SDG 3 to ensure health and well-being; SDG 4 to provide access to education; SDG 5 to empower women in rural areas; SDG 6 to facilitate access to clean water and sanitation; SDG 8 to promote inclusive growth and economic opportunities; SDG 9 and SDG 11 to contribute to sustainable infrastructure and communities for all; and SDG 13 to increase climate resilience and adaptation in rural areas.

For more information, please contact ReCAP Technical Team Leader, Jasper Cook at Jasper.Cook@cardno.uk.com. More information can be found at <http://www.worldbank.org/en/topic/transport/brief/sustainable-mobility-for-all>.

The views expressed in this article are of the authors only and do not necessarily reflect the views of ReCAP or Cardno Emerging Markets (UK) Ltd, for whom the post was prepared.

Supporting future industry leaders

The Transport Sector Leadership Development Programme (TSLDP) aims to develop the technical, managerial and leadership skills of young Transport Professionals in Africa, supporting them in becoming the future industry leaders in the region. This ReCAP/AfCAP project is currently in its scoping phase, with this being undertaken by a team from Mott MacDonald and the University of Cape Town.

The project has now gone through its Inception and Interim reporting stages and has progressed a view on how the programme should look, its required learning content and how it can be delivered. The programme's technical content will span the transport infrastructure and transport services sectors, in addition to developing

Box 1: The Rural Access Indicator

The Rural Access Indicator (RAI), developed by the World Bank in 2005, is the most universal applied indicator for measuring rural access. It was officially adopted by the 2030 Agenda as the SDG indicator 9.1.1. The RAI measures the number of rural inhabitants within two kilometres of an all-season road (an all-season road is a road that is motorable all year round by the prevailing means of rural transport). ReCAP in partnership with the World Bank is now engaged in ongoing research to re-examine and further develop the RAI methodology by taking advantage of parallel advances in high-tech applications.

candidate's softer skills in areas relating to people management and effective leadership.

Delivery will be based on undertaking either a Continuous Professional Development (CPD) programme or a Professional Master's degree. It will also incorporate elements of mentoring from current senior leaders and possibly work placements to help fill any skills gaps. The recommended option is yet to be decided and will be informed by stakeholder feedback. and further research in the coming weeks.

Both options present a blended approach to learning, whereby candidates will spend up to two weeks contact time in a classroom environment, followed by up to six weeks of home-based self- directed learning or coursework. This provides a more flexible approach to learning, giving candidates a balance between time at university and self-motivated learning, allowing them to meet other work and personal commitments.

Both proposals currently present a number of challenges in their design, which the team will be addressing in the coming weeks. These challenges are primarily related to the logistics of implementation, time and cost impacts, in addition to overcoming issues of accreditation and industry recognition.

The team recently held a very successful and informative stakeholder workshop at the 2nd IRF Africa Regional Congress on 13th July 2017 in Windhoek, Namibia. They presented the work to date and a vision for the content and delivery of TSLDP, with a view to obtaining feedback on the two proposals to inform the final design of the programme.

The team employed an innovative communications technique during the workshop, using live polling (see photo below) via a web-based application to capture feedback and prompt discussion. This facilitated an engaging, interactive discussion held around the key themes informing the programme. These themes ranged from the needs basis, course content and delivery, ensuring gender balance, candidate selection, mentoring and sustainability.



Stephen Jones of Mott Macdonald (Team Leader) presenting at the Stakeholder Workshop

Valuable feedback was gained from of over 30 participants. It became evident from feedback that there was an overwhelming preference for the CPD approach to the project. In addition, it was clear that allocating places to female candidates to help achieve gender balance was highly important to stakeholders, and that language

diversity should be seriously considered to make it accessible to a diverse range of candidates.

This Stakeholder Workshop Report will capture this feedback distributed to all workshop attendees once approved, which is expected to be in mid-August. The report will also be accessible on the ReCAP website, via the link below.

The Final Report including recommendations for implementation of the TSLDP, is due for submission in mid-October 2017 and will be available on the ReCAP website shortly thereafter.

For more information, please contact TSLDP Team Leader, Stephen Jones at Kieran.Kelly@mottmac.com. Full project documentation can be found at <http://www.research4cap.org/SitePages/LeadershipDevelopment.aspx>.

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Enhancing rural transport systems in Sierra Leone and Liberia

In both Sierra Leone and Liberia 60% of their populations are located in rural areas. Further, 60% of their rural populations are living below the poverty line. Within each of these countries, road transport is the most dominant mode of transport facilitating over 80% of passenger and freight movement. Poor rural road infrastructure and transport services are major constraints to agriculture and rural development in both countries since they link rural communities to market centres for the sale of farm produce and also provide access to essential social amenities.

During the 11-year period of civil war in Sierra Leone and 14 years of conflict in Liberia, much of the countries' infrastructure including roads have been seriously damaged. The seriousness of the situation was brought to bear during the Ebola crisis of 2014-2015, when poor rural road access proved to be a major challenge to the provision of health care in both countries. As a result, both the Government of Sierra Leone and the Government of Liberia have developed National Transport Policy Strategies, with road infrastructure recovery as priority focus. Within each of these strategies the need to tackle rural isolation and encourage community engagement to promote sustainable transport systems in rural areas have been highlighted.

Currently the 4,277km feeder roads network in Sierra Leone is classified to be 35% good, 25% fair and 40% poor. Similarly in Liberia, 5,702km roads are unpaved and susceptible to weather. With some 3000 to 5000mm of rainfall per annum in Liberia, road maintenance becomes a significant technical as well as financial challenge. This impacts vehicle operation costs, which are considered to be twice as high in the wet season. Bridges and culverts are frequently washed out or rendered impassable during the wet season. The high road maintenance costs are difficult to fund due to limited government resources. In support of addressing some of these issues, the Africa Community Access Programme (AfCAP) have signed Memoranda of Understanding with each country to explore possible rural mobility and accessibility options for improved rural transportation. To date, AfCAP has supported the scoping of research options in rural accessibility, mobility, safety, socio-economic and gender-based considerations of rural access..

Sierra Leone is currently benefiting from engagement in the ReCAP-funded *Economic Growth through Effective Road Asset Management* project. A study on the development of a design manual for feeder roads suited to the specific needs of each country is ongoing in both countries. A study to recommend alternative road surfacings to maximise the use of local resources in feeder road rehabilitation and

maintenance with reduced whole life cycle costs for road assets is at the procurement stage. Both countries are beneficiaries of the Trainer of Trainers capacity development programme to expand the use of the DCP DN method for rural roads design.n.. The outcomes of other regional studies on, climate change, back analysis and leadership training for the sector will also further enhance the development and maintenance of low volume roads in these countries.

Efforts are also being made to enhance further studies in rural transport systems. In this respect a rural transport diagnostic study to assess the relevant issues for development in relations to rural transport needs from the perspective of the stakeholders themselves is ongoing in Sierra Leone. Gender studies towards the development of a system of skills training, safety awareness, certification and registration of motorcycle transport businesses involving women operators are ongoing. A study to set an effective mechanism for road traffic crash data collection and management on rural roads for Sierra Leone and another study to establish socio economic baseline data for rural roads in Liberia are in preparation. An innovative study to integrate rural access and rural transport services through the construction of trail bridges specifically for intermediate means of transport through possible partnership with other donors is in discussion for piloting in Liberia for possible replication in Sierra Leone and elsewhere.

AfCAP's support to Sierra Leone and Liberia for rural road and transport systems research is providing necessary tools and knowledge in rural transport development, varying across a wide range of engineering components including materials, drainage, etc. for road construction, rehabilitation and maintenance. It is also providing a means of understanding various issues relating to rural transport distribution systems for improved performance in service delivery and safety. Through these efforts it is anticipated that the understanding of rural access and mobility issues will be strengthened towards the attainment of longer-term sustainability within these countries.

For more information, please contact ReCAP West Africa Regional Technical Services Manager, Paulina Agyekum at Paulina.Agyekum@cardno.uk.com. Full project documentation can be found at www.research4cap.org.

Knowledge dissemination and exchange on motorcycle taxis

ReCAP recently dedicated a webinar and a workshop at the T2 Conference in Livingstone, Zambia to the topic of motorcycle taxis. Both the webinar and workshop were facilitated by Transaid, a UK based international development organisation focussing on safe, available and sustainable transport.

Motorcycle taxi webinar

The webinar was held on 6 April 2017 and its purpose was to disseminate knowledge to the ReCAP target audience, in particular practitioners, on motorcycle taxis, and their use, the benefits and challenges through interactive, online introductory training. The 90 minute webinar was attended by African and Asian transport research practitioners, regulators, NGOs and other interested parties from 24 countries. The webinar was also made accessible to other through "link-up hubs" in Kenya, Tanzania, Uganda and Zambia for 36 country stakeholders to listen to the presentations together. Discussion was moderated by Transaid and evolved around the following subjects: the role that motorcycle taxis fulfil in enabling people in rural Uganda to access health care services, regulations that are being implemented to administer motorcycle taxis in Tanzania, research on helmet use in Myanmar, as well as innovations and technologies which are changing the way people access motorcycle taxis.

The most common recurrent themes that appeared in the webinar questions and feedback included: the challenges of regulating and enforcing law for the motorcycle taxi industry; requests for “good practice” examples; low utilisation of helmets and other safety gear; training; use of motorcycle taxis for access to health services and the role of innovation and technology.

From the webinar feedback a list of future research topics was formulated which included:

- > How to scale up motorcycle taxi rider training.
- > Levering technology to enhance safety and efficiency of motorcycle transport services and measuring the impact.
- > Making motorcycle taxis a profession that is sustainable and viable.
- > Rural paths to facilitate access.
- > Enforcement and scope to work with associations.
- > Disaggregation of motorcycle use/crashes at different stages in the transport network.
- > Research on the links between rider behaviours riders and accidents.
- > Safety equipment and visibility.

The recorded version of the webinar can be accessed on the ReCAP YouTube channel and the full webinar report is available in the ReCAP rural access library.

Transforming rural access workshop at 8th T2 Conference, Zambia

At the 8th T2 Conference in May 2017, a workshop, again facilitated by Transaid, was held on the theme “Transforming rural access: motor cycles, low-cost infrastructure and appropriate standards”. The workshop consisted of three presentations and associated discussions:

1. An overview of the previous AfCAP research on motorcycle taxis and the recently held webinar, including the topics covered, emerging issues and recommendations;
2. Motorcycle infrastructure to connect all villages in Liberia. This presentation outlined how motorcycles are transforming rural access and focussed on a study undertaken on a multimodal master plan for Liberia, working with the Ministry of Public Works and Ministry of Transport. The study included reviewing all transport modes (road, rail, water, air), international, urban, inter-urban and rural transport. Infrastructure, services and regulatory authorities were all in-scope. New motorcycle trail infrastructure was identified as a key rural transport investment. The challenges and the benefits of motorcycle taxis in rural areas were presented and it was proposed that the benefits for people living in rural communities are considerably greater than the costs.
3. Mobilising access to essential health services through collaboration with motorcycle associations in Uganda. This presentation shared results from a programme that worked with informal rural motorcycle associations to increase availability and reduce costs for communities wishing to access health services. The programme was called Merck for Ugandan Mothers (MUM) and aimed to improve access to maternal health care services through the implementation of appropriate local transport systems.

The workshop presentations can be accessed from the ReCAP rural access library.

The presentations were followed by group discussions on the following topics:

1. The role and potential of motorcycle taxi associations to self-regulate and improve rural access and safety;

2. Regulation, safety and training; and
3. Community based labour to build tracks/improve infrastructure to improve rural mobility.

For more information, please contact Transport Services Technical Manager, Paul Starkey at Paul.Starkey@cardno.uk.com. A recording of the webinar can be access here: <https://www.youtube.com/channel/UCA098efNCOW8CijE9ldqEKg>. More information including the rural access library can be found at www.research4cap.org.

ReCAP News

2nd IRF Africa Regional conference, 11-13 July 2017, Windhoek, Namibia

The 2nd IRF Africa Regional conference was held in Windhoek, Namibia from 11 to 13 July 2017. The conference was attended by around 120 road professionals, primarily from Africa. The themes covered by the conference were road safety, asset management, road financing and capacity building, addressed in parallel sessions.

ReCAP took the opportunity to engage with stakeholders at a workshop held concurrently with the conference. The workshop was designed to engage stakeholders in the development of its Africa regional Transport Sector Leadership Development Programme as part of the capacity building theme. The workshop was integrated into the conference programme and sponsored delegates from 10 AfCAP partner countries to participate in the conference and workshop. The ReCAP PMU was represented by four members. ReCAP's Infrastructure Technical Services Manager, Les Sampson, contributed to the plenary conference session on 12 July with an introduction to ReCAP and SuM4All. A presentation of the TSLDP programme was held during the Capacity Building stream on the same day.

ReCAP presents at UN High Level Political Forum on Sustainable Development 14 July 2017, New York

The meeting of the high-level political forum on sustainable development in 2017 convened under the auspices of the Economic and Social Council, will be held from Monday, 10 July, to Wednesday, 19 July 2017. UNCRD-UN DESA hosted a ide event at the United Nations Headquarters under the theme of "Rural-Urban Connectivity in Integrated Regional Development ~ Implications towards Livelihood Security and Poverty Alleviation". ReCAP was represented at the forum by Dr Mark Henry Rubarenzya, Vice Chair of the Africa Community Access Partnership (AfCAP) and Head of R&E, Uganda National Roads Authority. Dr Rubarenzya presented on the role of rural transport and accessibility for poverty eradication and livelihood security. Other presenters included representatives from SloCaT, UNCRD, OECD, FAO, UN-habitat, IFAD and GIZ-BMZ.

Rural roads and standards project launched in Myanmar

ReCAP launched a project in Myanmar on 26 June with the local Department of Rural Development (DRD) to review existing LVRR technical standards and specifications leading to recommendations on their upgrade and expansion within the current classification framework. It is intended that these revised standards and specifications will be available for uptake within parallel ADB and KFW supported DRD road rehabilitation and upgrade programmes. The outcomes from this standards and specifications project will also contribute to a separate but related wider DRD-AsCAP objective which is the development of an effective LVRR design manual for Myanmar.

First Mile workshops held in Tanzania and Kenya

Evaluation of the effect of road condition on the quality of agricultural produce

The primary transport segment from the farm to a collection or consolidation point, often referred to as the 'first mile', is the subject of a ReCAP-supported project currently being undertaken to evaluate the effect of road condition on the quality of agricultural produce. The objective of the first mile project is to provide guidance on the cost-beneficial improvement of all-season access for a range of stakeholders, from policy makers down to villages and small scale farmers.

This past quarter, two national level workshops were held, one in Tanzania and one in Kenya, to inform and advise relevant stakeholders on the progress and outcomes to date, and engage stakeholders in defining a way forward for the project.

LVR Design Manuals for Ghana, Sierra Leone and Liberia under development

In July, ReCAP launched a project for the development of LVR Design Manuals for the West Africa region, incorporating Ghana, Sierra Leone and Liberia. Following a documentary review of existing manuals, the project team has subsequently undertaken country visits to engage with stakeholders on their specific priorities or areas of concern when it comes to road design.

Upcoming Events and Calls

Event	Venue	Dates
IRF World Meeting	Delhi, India	14-17 November
ReCAP Inter-regional Implementation Meeting	Entebbe, Uganda	20-22 November
ReCAP Joint Steering Committee Meeting	Entebbe, Uganda	23-24 November
UNFCCC COP 23	Germany	6-17 November

Tenders:
Please see the [Tender Section](#) of the ReCAP website for the latest tenders and opportunities.



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