14th Rural Travel & Transport Program (RTTP) Coordinating Committee Meeting

December 1–3, 1999
Pretoria, South Africa

May 2000

Africa Region
The World Bank

FILE COPY
Sub-Saharan Africa Transport Policy Program (SSATP)
The World Bank and the Economic Commission for Africa

SSATP Working Paper No. 46
May 2000
Foreword

The Fourteenth Meeting of the Coordinating Committee for the Rural Travel and Transport Program (RTTP) of the Sub-Saharan Africa Transport Policy Program (SSATP) was held in Pretoria, Republic of South Africa, November 29 to December 3, 1999. Following the recommendations of the last coordinating meeting in Dar-es-Salaam, this meeting of the RTTP was held independently of that of the Road Management Initiative. This allowed for a precise focus on rural transport issues in both plenary discussions and working groups.

The meeting was preceded by two days of field meetings. The first one centered on urban and peri-urban mobility issues and was organized by Afribike, an NGO which promotes sustainable utility bicycling in Africa. The second day was spent in the Northern Province where participants were confronted with the problems lived by the local population through the scarcity of rural infrastructure in South Africa.

Over the last year the RTTP has expanded from dealing with 10 countries to dealing with 16. The plenary and group discussions were enriched by the growing in-country experience, displaying the wide range of activity and reform progress achieved in member countries. But it is now clear that criteria for adherence to the program must be set, and that the resources of the program must be rationed to benefit only countries which genuinely wish to collaborate in the development of a national RTTP program.

Initial experience with the country-focused work of the RTTP is encouraging. Development of national policies and strategies for rural transport have been achieved notably faster than expected in the first countries to embark on the endeavor, and it seems that the RTTP reform cycle may turn out to be much shorter than originally expected. After the research work of the early 1990s, and the analytical work of the mid-1990s, the present state of practical country work gives cause for solid hope that the long-term work of the RTTP will result in locally sustained reforms and work practices, improving the provision of transport services to the rural populations.

Snorri Hallgrímsson
Coordinator
Sub-Saharan Africa Transport Policy Program
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Rural Travel and Transport Program (RTTP)

14th Coordinating Committee Meeting

Center for Scientific and Industrial Research (CSIR), Pretoria, South Africa

December 1-3, 1999

Agenda (as of November 29, 1999)

Day 1: Wednesday, December 1, 1999

Opening Session:

Chair: Junaid Ahmad, representing Fayez Omar, World Bank
Resident Representative, Republic of South Africa

09h00 - 09h05 Welcome Address
Snorri Hallgrimsson, World Bank, SSATP Coordinator

09h05 - 09h20 Maryvonne Plessis-Fraissard, World Bank, Sector Manager

09h20 - 09h30 Opening Address: Coordinator’s Representative
Esther G. Naah Essombe, RTTP National Coordinator, Cameroon

09h30 - 09h40 Welcome Address:
Mr. Harold Harvey, representing The Hon. Minister of Transport,
Republic of South Africa, or designated representative

09h40 - 10h00 Transport and South Africa’s Rural Development
Lulu Gwagwa, CEO, Independent Development Trust

10h00 - 10h30 Coffee Break

Progress Reports:

Chair: Tesfamichael Nahusenay, RTTP National Coordinator,
Ethiopia

10h30 - 10h45 The RTTP Meeting Objectives and the Program Ahead
Snorri Hallgrimsson, World Bank, RTTP

10h45 - 11h00 Discussion

11h00 - 11h30 Conference program and work methods: presentations,
workshops and target of the meeting; Snorri Hallgrimsson /
Facilitators

11h30 - 12h00 Rural Transport Policies and Strategies: Emerging trends and
issues
George Banjo, RTTP Regional Advisor, Harare
12h00 – 14h00 Lunch

Theme Framework for Delivery of Rural Transport

Chair Maryvonne Plessis-Fraissard, World Bank, Sector Manager

14h00 – 14h15 The Gender and Rural Transport Initiative
Michael Bamberger, World Bank and E. Mbogori, Executive Director, MWENGO

14h15 – 14h30 Participatory Decentralized Planning and Delivery of Infrastructure and services: Key Concepts and Techniques
Aly Lô, President, Association of CEOs of Rural Communities, Senegal

14h30 – 15h00 Discussion

15h00 – 15h15 Design and Appraisal of Rural Transport Infrastructure
Dieter Schelling, World Bank

Peter Winkelman, Consultant, SDC

16h30 – 15h45 Discussion

15h45 – 15h00 Coffee Break

Chair: Peter Freeman, CSIR

16h00 – 17h30 RTTP Country Presentations 1999

Evening Cocktail Party (Host CSIR)
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<td>09h00 - 09h45</td>
<td>Growth Triangles: concept and Emerging Application in the Africa Region by Ernest Dhliwayo, UNECA, Zambia</td>
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<td>Discussion</td>
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<td>10h00 - 10h15</td>
<td>Demonstration of GIS by Andries Naude, CSIR</td>
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<td>Coffee Break</td>
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<td>10h30 - 10h50</td>
<td>Gender Issues and Opportunities in Rural Transport by Michael Bamberger &amp; Petronella Maramba</td>
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<td>10h50 - 11h10</td>
<td>IMT - Promoting their enhanced use in SSA by Pascal Kaumbutho &amp; Peter Njenga, Consultants</td>
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<td>11h10 - 11h30</td>
<td>Planning Rural Transport Infrastructure: Constraints and Opportunities by John Riverson, World Bank</td>
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<td>11h30 - 12h00</td>
<td>Designing a monitoring and evaluation system for a rural travel and transport project by Michael Bamberger, World Bank</td>
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<td>12h00 - 12h15</td>
<td>Clarifications</td>
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<td>12h15 - 12h30</td>
<td>Explaining the group exercise by Facilitators</td>
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<td>12h30 - 14h00</td>
<td>Lunch</td>
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14h00 – 15h35  Parallel group work sessions on all themes

15h35 – 16h00  Break

16h00 – 18h30  Thematic discussions with interpretation

18h30 – 18h45  Introduction of Country Group Sessions on problem analysis and preparation of country plans

Snorri Hallgrimsson/Facilitators
Day 3: Friday, December 3, 1999

Theme: RTTP Country Plans - 2000

Chair: Facilitators

08h30 – 09h15 Plenary Presentations of Group Work by Theme Facilitators

09h15 – 10h15 Workshops by country teams to prepare problem analysis and country plans

10h15 – 10h30 Coffee Break

10h30 – 11h00 Finalization in workshops of Country Plans for the Year Ahead

Theme: Presentation of Country Plans

Chair: Peter Roberts, Deputy Chief Engineering Advisor, DFID

11h00 – 13h00 Presentation of Country Plans for Year Ahead: Country Coordinators

13h00 – 14h00 Lunch

Closing Session:

Chair Maryvonne Plessis-Fraissard, World Bank Sector Manager

14h00 – 14h45 Closing Remarks Snorri Hallgrimsson, Coordinator, SSATP

Closing Remarks Representative of UNECA

Closing Remarks Phil Hendriks, CSIR, on behalf of the Government of South Africa
Opening Presentation
Maryvonne Plessis-Fraissard,
World Bank, Sector Manager

Développement des communautés, Développement Rural, et PTMR

• Perspectives de réduction de la pauvreté
• Ce que disent les pauvres
• Les Programmes d’Action Communautaire
• L’appui au PTMR
• La contribution du PTMR
Perspectives de réduction de la pauvreté

• En Afrique au Sud du Sahara, les pauvres ne disposent que de 4% du PIB en moyenne.

• Pour chaque dollar dépensé pour 20% des plus pauvres, près de 2,50 dollar est dépensé pour 20% des plus riches.

• Dans ces conditions l'initiation de réduction de la dette (HIPC) risque de ne remplir ses objectives de réduction de la pauvreté.
Que disent les pauvres quand on leur demande comment transformer leur existence ?

Ils répondent :

• Avoir leurs propres organisations, afin de pouvoir négocier directement avec le gouvernement, les commerçants et les ONGs

• Recevoir l’aide sans intermédiaire, mais à travers des programmes communautaires qui leur permettent de décider eux-même de leurs propres destins

• Être mis en condition de gérer eux-même des fonds locaux afin de pouvoir éliminer la corruption

• Assurer que les ONGs et les gouvernements soient responsables devant eux.
Programmes d’Action Communautaire

• Donner aux communautés les moyens de se développer sur le plan économique et social

• Permettre au gouvernement local le plus proche d’assister la coordination et le financement des programmes communautaires

• Donner accès aux gouvernements et communautés locaux à une aide technique et administrative auprès des entités sectorielles, des ONGs, du secteur privé, etc.

• Renforcer la responsabilité des agents impliqués dans l’aide aux pauvres
L'appui des Programmes d'Action Communautaire au PTMR

1: Renforcer les capacités des communautés et des gouvernements locaux les plus proches

2: Renforcer la décentralisation administrative et fiscale

3: Développer des fonds communautaires

4: Assurer le suivi et l'évaluation
La contribution du PTMR

- Approche Multi sectorielle
- Appui aux communautés et gouvernements locaux et centraux pour améliorer les programmes communautaires
- Planification, exécution, gestion et suivi au niveau communautaire / local
- Responsabilités communautaires / locales et contrôle des fonds
- Concentration sur le processus et les résultats
- Suivi et évaluation des résultats et des impacts
Discours du Représentant des Coordinateurs Nationaux PTMR

Par Esther Grâce ESSOMBE

Monsieur le Ministre des Transports
Monsieur le Représentant Résident de la Banque Mondiale,
Madame la
Monsieur le Coordonnateur du Programme des Transports en Afrique sub-saharienne
Mesdames, Messieurs,

C'est un plaisir et un honneur pour moi de prendre la parole au nom de tous les coordonnateurs nationaux du PTMR, à l'occasion de la 14ème réunion annuelle du comité de coordination.

C'est l'occasion pour moi de remercier toute l'équipe du PTMR d'avoir organisé une fois de plus ce grand forum de réflexion et de nous y avoir associés. A cet effet je voudrais me féliciter de l'élargissement du réseau PTMR par l'arrivée de nouveaux pays et la reconnaissance de l'importance du transport rural qui bénéficie à partir de cette année d'une réunion spécifique. Grâce aux séminaires, et forums auxquels nous avons pris part, ainsi qu'aux publications mises à notre disposition, nous avons pu mieux formuler nos stratégies et faire connaître le PTMR comme élément essentiel des politiques de développement rural.

Durant nos trois jours de travaux, nous présenterons nos bilans d'activités; mais nous réfléchirons également sur l'évolution future du PTMR; car nous devons garder à l'esprit que les problèmes de développement du monde rural sont des problèmes à résoudre à long terme alors que le PTMR n'est aujourd'hui qu'au stade de la sensibilisation ou de la formulation des stratégies.

Mais cette définition des stratégies ne saurait être une fin en soi. La grande question que l'on se pose est de savoir que ferons nous une fois que ces stratégies auront été définies et comment les actions qui en découleront seront mises en œuvre.

C'est ainsi que nous souhaitons qu'une attention soit portée sur :
• la définition des prochaines étapes d'évolution du PTMR, à savoir la consolidation des actions déjà réalisées, l'intégration dans les programmes d'investissement publics des actions issues des stratégies;
• la définition des mécanismes d'intervention et le rôle que les forums nationaux sont appelés à jouer dans ce processus.
Par ailleurs, dans la recherche permanente des solutions adaptées aux problèmes de transport en milieu rural, il serait souhaitable d’étendre nos échanges d’expériences avec les pays d’Asie et d’Amérique latine.

Beaucoup restant à faire, je voudrais exprimer notre désir que la Banque Mondiale et tous les autres partenaires du PTMR encouragent nos gouvernements à travers les programmes qu’ils financent dans nos pays, à intégrer ce programme dans leurs politiques de développement.

C’est dire à l’attention particulière du coordonnateur du SSATP, que les attentes des coordonnateurs nationaux sont grandes et nous espérons que la présente réunion apportera de nouvelles réponses à nos préoccupations.

Je vous remercie.
Welcome Address

Mr. Harold Harvey,
representing The Honorable Minister of Transport, Republic of South Africa

Mr. Harvey opened the RTTP meeting on behalf of the South African Minister of Transport. He pointed out that his government attaches particular importance to an accelerated development of rural areas to remedy a prevalent neglect during the apartheid era. Rural poverty remains a critical problem, particularly in the former homelands where 30 percent of the population live in poverty. These regions also represent the most marginalized areas, which were created because of a political agenda and must now be integrated into the mainstream. To address these issues, the Office of the President recently launched the Integrated Rural Development Strategy. Rural poverty has always been especially hard on women, who now carry an additional burden because of the AIDS pandemic.

Attention must shift from providing infrastructure to an integrated development approach. This approach would place communities at the center of action and through a rural investment pool, rather than sectoral programs, rural communities would be in a position to take charge of their own development. Only then can democratization become sustainable.

In South Africa the economy faces a special challenge because the economic base is shifting away from the rural areas where mining and agriculture used to provide the mainstay of economic development. Manufacturing is becoming increasingly important, placing the country within
Transport and South Africa’s Rural Development

Lulu Gwagwa, Independent Development Trust, R.S.A.

INTRODUCTION

There is overwhelming evidence to suggest that sustained investment in infrastructure delivery and more specifically transportation, does act as an important catalyst for rural economic development and poverty alleviation. However, the ability of any given rural community to take up such opportunities is, in turn, dependent on a wide range of social and economic development factors.

While improved accessibility and better transport services do impact on the economic growth and social development of rural communities, unless local economic development initiatives and the provision of social services are considered within the same delivery framework, it is unlikely that rural communities will be able to sustain an effective transport service.

It is this symbiotic relationship and fragile balance that challenges all development practitioners when formulating appropriate rural development goals and objectives. It is, therefore, important that any rural development planning and program management framework be conceptualized and designed as an ongoing integrated process - a process that cuts across the many and varied development concerns.

TRANSPORT IN THE CONTEXT OF RURAL DEVELOPMENT

There can be no doubt that the alleviation of rural poverty can be addressed through improved mobility. Such improved mobility is, however, contingent on appropriate levels of transport infrastructure, services and technology. Sound transportation planning and infrastructure delivery standards need constant exploration and application. In this regard, there has already been significant research and demonstration of various forms of intermediate modes of rural transportation.

Furthermore, in Africa generally, agricultural production and exchange is the economic base for most rural communities. It is the basis on which they are able to sustain themselves and indeed, survive. It is also common knowledge that it is women in virtually all rural households who carry the responsibility for food security and, as such, become the principle role players in maintaining the rural economy.

It is also women who need social service, which they consume on behalf of their household. The lack of transportation present serious transaction costs for these women in accessing such services.

The provision of transport infrastructure and the design of appropriate levels of service should, therefore, take into account the nature of this economy as a means to both reinforce and create opportunities for rural women to improve the livelihood of their families and ultimately, the community.
For example, the use of animal power both as a means of transport and for the purpose of agricultural traction, provides a cost effective form of access to mobility and is the predominant form of movement in many rural areas. The provision of transport infrastructure and services, in turn, should respond to the situation through the design of appropriate systems to both support and link up with these.

It is, nevertheless, important to note that such circumstances and requirements will be subject to ongoing change as a result of the various global attempts at economic and social upliftment to which we all subscribe. Given such processes of change, the rate and pace of transport innovation and delivery will have to be situated within, and respond to, the ever-changing advances in rural development.

For example, the introduction of eco-tourism into many rural communities represents the opportunity for a substantial boost to their livelihood and appears to be a natural progression from their basic agricultural economy. The Transkei in the Eastern Cape province of South Africa, has enormous potential to capitalize on tourism, but due to the lack of infrastructure and a poor transportation system, access and mobility for both tourist and local entrepreneur is severely restricted.

At the same time there also exists a substantial gap between urban and rural development, where in many instances the development needs of rural areas are considered unimportant to those articulated in urban areas. For example, with regard to water or energy programs, a biomass or spring protection scheme as opposed mass electrification or water reticulation, are the technological issues for consideration. In the same way an appropriately graded system of transport technology and service provision is required to bridge this gap.

The difficulty, however, arises when each of these sectors of development are planned and implemented independently, resulting in various initiatives being introduced, that address uncoordinated levels of development and as a consequence lead to unsustainable services.

THE NEED FOR SOCIAL AND ECONOMIC SUSTAINABILITY

A cursory examination of various rural development initiatives in South Africa will reveal that, although many communities have been provided with physical infrastructure and transport services, the high costs and poor availability of the service, limits their access. Thus consequently impacts negatively on their ability to address their own economic and social well-being.

It is only through an economically and socially empowered community, that a viable and sustainable rural transport service can be established. Such empowerment often finds expression in the concept of the market place.

The market, and opportunities for economic exchange, is not a static facility, as is often assumed by many agents of development. One only needs to observe the practice of informal traders in down town Johannesburg to realize that the opportunities for exchange shift around spatially.
according to the timing of various points of agglomeration. Such concentration points are determined by the movement patterns of individuals who either change from one mode of transport to another, or who gather around a particular social service or public amenity. At various stages and times the same traders can be observed engaging in economic exchange in different locations that are determined by these patterns.

The same principle applies to rural communities. A highly dispersed community still needs to group and gather for various reasons, be it on designated days for visits to a mobile clinic or to attend religious or political gatherings. In the same way the concept of the moving market is not new to rural communities. In fact, it is the very foundation from which sophisticated urban economies have emerged and grown. The market is simply the locational point of exchange between various producers and consumers.

It is these agreed points of agglomeration that create the demand for movement and accessibility. And it is the extent and scale of the exchange that will determine the scale and frequency of the transport service required. The rate and scale of economic exchange and social interaction determines the level of economic and social prosperity and as a result, the ability to afford various levels of services. The same principle applies to the provision of rural transport services.

Transport infrastructure and the provision of transportation services informs and shapes future settlement patterns. A sensitivity towards rural agricultural and tourism opportunities will contribute to the growth and effective planning of viable settlements, in that they become sustainable points of interaction and exchange.

This speaks to the need to plan and design development programs in relation to the patterns of demand just described. It is the stimulation of this demand from within rural communities themselves, that needs to be addressed through programs of local economic development and the provision of social services and public amenities.

THE NEED FOR INTEGRATED DELIVERY

The rural development arena includes many strategies that seek to address issues of economic and social upliftment. In many instances they are packaged as either health, education, housing, job creation, transportation and so on. They have also logically come about as a result of the requirements of specific donor aid packages together with the specialist competencies associated with one or other of these.

While by themselves these programs all represent very significant, far reaching and focussed development approaches, it is at the level of delivery from within a local community that they often fail to address the goals and outcomes that have informed their initial conceptualization and design. One of the reasons for this, is the lack of coordination and integration at the local delivery level. There are many rural communities in South Africa where there is no shortage of CBO's,
NGO's, public sector agencies and international support, all involved in assisting with the delivery of various programs. Yet, when assessing the living conditions and relative prosperity of these communities there appears to be very little improvement.

A striking feature of virtually all these situations is the very low level of institutional delivery capacity. As a result there is limited ownership and control of the decision-making processes that determine the appropriateness and suitability of any given intervention. This, in turn, gives rise to the inability to maintain and sustain the level of infrastructure and service provision associated with the initiative.

An integrated delivery initiative is one that is based on local partnership and joint ownership and control. The stakeholders in such partnerships are usually community leaders, local authorities and local delivery intermediary agents. Their establishment and ongoing existence requires intensive facilitation and mentorship by a well-equipped and resourced development partner over an agreed period of time. It is during this heavily supported phase that they plan and establish the institutional and operational mechanisms that will drive various development programs that have been externally initiated.

Thus the delivery of specific job creation projects for example, will be done in conjunction with planned health and education facilities in the area, all leading to a pattern of demand that in turn determines the type of transport infrastructure, the level of transport service required and the adoption of technologies appropriate to the circumstance. This then leads to improved economic and social interaction and thereby even greater demands for improved mobility. In this way a sustainable cycle of growth and empowerment is stimulated.

CONCLUSION
An integrated delivery approach to transport and rural development is premised on effective stakeholder participation, in which the local beneficiary community is the principle stakeholder. Their involvement in planning and determining appropriate levels of infrastructure, public amenities and facilities, forms the basis of a sustainable settlement. They can, however, only do this in partnership with both the public and private sectors. Local Authorities and the business community, therefore, become critical stakeholders in a tripartite partnership in striving for an economically and socially viable community based on an effective and integrated transport system.
The RTTP Meeting Objectives

Mr. Snorri Hallgrimsson,
The World Bank

What did we set out to do?

• Widen country work
  – Decentralization
  – Sharing of information
  – Resource mobilization and management

• Focus on themes:
  – Gender issues
  – IMT
  – Transport services
### Widen country work

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Principles for country work

- Establish policies and strategies for rural roads and transport
- Public/private partnerships
- Decentralize decision-making
- Consider other solutions than roads
- Appropriate technology
Country work cycle

- Country interest
- Country experience: studies
- Country commitment: seminars
- Policy formulation: participation
- Institutional reform
- Program development
- Program financing
Success in country work?

- Completion of the RTTP Cycle w/ accepted outcome
- What next?
- Inclusion of RTTP program policies and strategies in country practices

Information sharing

- Info-group Harare
- AfDB
- Sasakawa
- Gender initiative
- Web-site
Success in thematic work?

- When it becomes useful at the country level.
- *(Do we agree on this?)*

Resources

- **Money**: $US 1.2 million yearly
- **Manpower**:
  - **Staff**:
    - 2.0 WASH
    - 3.0 FIELD
  - 11 Coordinators
- **Subcontractors**
- **Consultants**
Rural Transport Policies and Strategies

Mr. George A. Banjo,
RTTP Regional Advisor, Harare

RTTP’s evolution

- Stage 1: Research/diagnostic work
- Stage 2: Policy formulation support
- Stage 3: Policy implementation support

RTTP’s objectives

- Promote increased awareness of rural travel and transport (RTT) issues and assist Sub-Saharan African countries develop national rural transport policies and strategies to:
- Promote awareness of rural travel and transport issues
- Improve the planning, financing, provisioning and maintenance of rural transport infrastructure (RTI)
- Improve rural transport services and mobility through adoption of appropriate transport technologies to facilitate movement of people and goods
- Disseminate examples of “good practice” within SSA
Emerging issues

- Policy development and implementation by relatively weak institutions
- Level of understanding of & priority to RTT still low
- Road Fund—getting fair share for RTI and using well
- Fragmentation of stakeholders and interventions
- Promoting use of labor-based methods
- Evaluation of impacts of RTT interventions
- Improving rural transport services and use of IMTs
- Mobilizing more resources for RTT interventions

Importance of decentralization

- Provides basic framework for service delivery
- Fiscal decentralization needed
- Revenue mobilization at local level
Operationalizing RTTP in-country: implementation framework

- **Steering Committee (SC) on RTT**
  - Oversight of Program implementation
  - Clearinghouse for decisions on rural travel and transport in Zambia

- **National Coordinator (NC)**
  - Policy advice

- **Program Coordinator (PC)**
  - Program implementation
  - Secretariat functions to Program and SC

- **Interest group (IG)**
  - Oversight/guidance of program activities in interest areas

- **Defined work program**
- **Regular meetings**
- **Lead institution/person**
- **Newsletter**
Conclusion

- A growing demand for RTT interventions
- Multi-sectoral context for projects
- Poverty alleviation focus
- Challenge is responding to the demand for technical advice, for information and resources for physical works
The Gender and Rural Transport Initiative

Michael Bamberger, World Bank and E. Mbogori, Executive Director, MWENGO

World Bank grant to strengthen gender capacity of RTTP

- US$190,000 grant approved for July 1999 to June 2000
- Possible extension for two additional years if satisfactory progress during the first year

Grant will support

- Technical and administrative support unit based in Harare
- Identifying and documenting promising approaches to mainstreaming gender
- Funding 3-4 proposals from national RTTP
- Gender and transport website
- Developing gender sensitive M/E
Organization of the gender and transport project

- Five person steering committee with representatives from ECA, two national RTTP, the regional RTTP, and MWENGO (representing NGOs)
- Project will be administered by MWENGO

Next

- Identify 3-4 national projects (studies, pilot projects or training)
- Submit proposals by December 22
- Approval by January 10, 2000
- Projects must demonstrated significant progress by April 2000 so that grant may be renewed
Decentralised Planning and Delivery of Infrastructure and Services

Aly Lo

Decentralisation and local development
After independence in 1960, Senegal opted for a policy of progressive but prudent and irreversible changes. This took place in several phases:

- 1964 Law regarding national property enacted;
- 1966 Code of commune administration established;
- 1972 Rural communities defined and established;
- 1990 Communes effectively operating
- 1996 Law framing the region as a local community

Nine areas of competence transferred:

Property
Culture
Environment
Education
Health and population
Planning
Youth and sport
Land management,
Town planning and housing

How the communities function
General principle: Autonomous administration of local communities

- Ad hoc (sporadic) supervision replaced by supervision defined within a legal framework
- Creation of technical commission from local resources, supplemented by these supplied by the state and by development partners.
The difficulties
- Lack of resources
- Lack of capacity
- Poor level of training an elected representative
- Lack of participatory planning

Ancillary measures
New visions
- Policy statement affirming decentralized rural development

- Decentralization: - Participatory management (private sector, NGO’s people)
  - Reform of local taxation system
  - Reform of the land policy
  - National training plan for elected representatives

- Practice: the example of PNIR
  National 12-year program
  Building up of capacity
  Infrastructure (tracks)
  Local funds for development
  Funds for innovation
Decentralisation et développement local
Le Sénégal a opté depuis son indépendance en 1960 pour une politique de
décentralisation prudente, progressive mais irréversible plusieurs phases à noter.

1964  Loi sur le domaine national
1966  Code de l'administration communale
1972  Création des communautés rurales
1990  Commune – Statut de plein exercice
1966  Loi faisant de la région une collectivité locale

Neuf domaines de compétences transferées

Domaine
Culture
Environnement
Education
Santé Population
Planification
Jeunesse et sport
Amenagement du territoire
Urbanisme & Habitat

Comment fonctionnent les collectivités
- Principe général: Libre administration des collectivités locales
- Le contrôle de légalité remplace le contrôle d'opportunité
- Création de commissions techniques
- Aux ressources propres, s'ajoutent celles provenant de l'état et des partenaires au développement
Les difficultés
- Faiblesse des ressources
- Insuffisance des capacités
- Faible niveau de formation des élus
- Insuffisance de la planification participative

Mesures d'accompagnement
les nouvelles visions
- Lettre de politique de développement rural décentralisé
  - Approche programme
    Programme national sur 12 ans
  - EX PNIR
    Renforcement de capacité
    Infrastructures (PISTES)
  - Coopération décentralisée
    Fonds Local de développements
    Fonds à l’innovation

- Réforme de la fiscalité locale
- Régime foncier
- Plan National de formation des élus
Design & Appraisal of Rural Transport Infrastructure

Dieter Schelling

Introduction

- This presentation is an excerpt of a World Bank Technical Paper under preparation
- The paper aims at rural transport policy makers, rural roads agencies and donors engaged in the sector
- The objective is to ensure appropriate design and enhanced selection and setting of priorities for rural transport infrastructure (RTI), in a holistic framework of rural development focusing on the central objective of poverty alleviation

Context: Elements of Rural Development

- Infrastructure
  - Transport
  - Water
  - Energy
  - Irrigation
  - Communication

- Productive Sectors
  - Agriculture
  - Fishing
  - Non-Farm Sector
  - Natural resource management

- Social and Economic Services
  - Health
  - Education
  - Administration
  - Transport
Context: Elements of Rural Accessibility

Context: Ensuring Sustainability

- To ensure sustainability of rural transport infrastructure the framework for their management and financing must be clearly defined.
- The management and financing framework for rural transport infrastructure is one of the key elements of a rural transport policy and strategy which each country must develop.
Design for Basic Access

- Where are we at?
  - Many rural communities in developing countries are still not connected to the road network or are only provided with unreliable access.
  - Rural roads are often over-designed leading to an inefficient use of scarce resources, leaving many villages not provided with reliable access.
  - Ironically, it is often argued that over-design is necessary due to the absence of sufficient maintenance capacity.

Design for Basic Access: What is it?

- What is basic access?
  - Reliable and cheap access to domestic activities, social facilities and the higher level network.
  - All-season access (with short interruptions during severe weather) for the prevailing rural transport vehicles (motorized or non-motorized).
  - If motorized access is not affordable, basic access may mean improvements of paths or the construction of footbridges.

- Approach
  - Minimum live-cycle or least-cost design to ensure connection of as many villages as possible.
Design for Basic Access: Features

- Features of Basic Access Design (for traffic levels below 50 (motorized) vehicles per day)
  - Spot improvement approach (difficult implementation due to political pressure, road agency resistance and donor preferences)
  - Focus on low cost structures
  - Labour based work methodology
  - Minimum cross-sections: single lane roads with passing places
  - Low-cost surface: if suitable, use of in-situ soil. Alternative pavement options in difficult sections

Setting Priorities

- Why do we need to set priorities?
  - resources are very scarce
  - basic needs exceed resources
  - spreading improved access to as many poor households as possible can achieve significantly improved livelihood

- The process of setting priorities requires political, social, physical and economic planning tools, the application of which is all interconnected
Setting Priorities: Political Tools

- The political tool for the setting of priorities is the rural transport policy & strategy which must address at least the following elements:
  - overall objective (e.g. poverty alleviation)
  - basic access approach
  - mechanism and rational for the allocations between different levels of networks, regions, sectors, etc.
  - principles of managing & financing of RTI
  - prioritization process
  - etc.

Setting Priorities: Social Tools

- The social tool for the setting of priorities essentially is the participatory approach.
  - The participatory approach is necessary due to the complex nature of the matter and due to the many stakeholders involved.
  - Furthermore, it is required in order to create ownership and hence sustainability.
  - Participatory approaches are required both at the national level when defining the RT policy & strategy, and on local level when designing a particular intervention.
Setting Priorities: Physical Planning Tools

- The tool for the physical priority setting can be summarized as the LG transport master planning process
  - must be part of an overall local government development plan and take into consideration the national transport and rural development plan
  - elaborated both "top-down" and "bottom-up" (IRAP)
  - elaborated along the guidelines of the RT policy framework and prepared in a participatory way
  - must contain the "as is" plan and prioritized, needs-based and phased improvements
  - a recommended approach is the provision of "one reliable motorable access to the higher level network per village"

Setting Priorities: Economic Tools, 1

- The two main analytical economic approaches are
  - Cost Benefit Analysis (CBA)
  - Cost Effectiveness Analysis (CE)
- Requirement
  - Approach must be understood, acceptable and "adoptable" by the local planners or the community
14th Coordinating Committee Meeting

Setting Priorities: Economic Tools, 2

- The CBA approach "breaks-down" on low volume roads below the order of 50 vpd
  - road user benefits (consumer approach) become difficult to measure
  - impacts on production (producer approach) are even more difficult to assess, specially in the case of marginal improvements
  - impact of climate on roads becomes greater than the one of vehicles
  - though HDM-4 has been better adapted to low volume roads and can be applied to roads of, say, traffic levels > than 50 vehicles per day

Setting Priorities: Economic Tools, 3

- Cost Effectiveness is the appropriate tool in most situations, but it requires:
  - a clear objective (essentially poverty alleviation)
  - a participatory approach
  - a least-cost design approach
  - an analysis of alternatives (e.g. investments into improved rural transport services)
  - a good cost effectiveness index is "cost of upgrading to basic access standard per population served" (additionally, poverty indices can be included in the formula)
Conclusions

- Investments into RTI must be seen in a holistic framework
- Huge amounts of resources are wasted in over-designed RTI, while many communities still do not have reliable access
- The "basic access" approach essentially is a least-cost approach to the required level of access
- The setting of priorities requires the application of political, social, physical and economic planning tools
- The appropriate economic planning tool for basic access in most cases is "cost effectiveness"
Self-Help for Road Construction

Peter Winkelmann, Consultant, SDC

“Community self-help schemes ... may offer the only feasible approach in rural areas until the more formal supply systems expand their networks sufficiently.”


When it applies ... or, ‘why consider the self-help option?’

- Communities all over the world from time immemorial used to build paths and trails to satisfy their need for access and transport.
- As many governments do not have the means to provide access to a large part of the population, the challenge is to make best use of limited resources.
- Villager’s willingness to provide self-help labour must be seen as a valuable local resource, a ‘tax paid in kind’ efficiently invested to satisfy a priority need.
- The self-help option is more likely to be successful with new constructions than with regular maintenance works. However, roads built in by the people themselves stand a better chance of being maintained in self-help than other roads.
Transport and Development

Low cost versus self-help approach

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Conventional Labour based Approach</th>
<th>Self-Help approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective</td>
<td>Mobility</td>
<td>Access</td>
</tr>
<tr>
<td>Standard</td>
<td>Earth road, Stone paved road</td>
<td>Motorable track</td>
</tr>
<tr>
<td>Status</td>
<td>Classified</td>
<td>Undifferentiated</td>
</tr>
<tr>
<td>Labour</td>
<td>Paid</td>
<td>Unpaid</td>
</tr>
<tr>
<td>Cost per km (Flores)</td>
<td>14.500 US$</td>
<td>3000 US$</td>
</tr>
<tr>
<td>Self-help part</td>
<td>5 %</td>
<td>50 %</td>
</tr>
</tbody>
</table>
Results after four years

- 85 kilometres excavated, 250 kilometres accessed at an effort of 110,000 worker days
- Access improved for 130 villages
- 50 surveyors - foremen trained
- Roads generate traffic, agricultural sales increase
- Neighbouring districts request project services
- NGO established to continue work after Swiss support is terminated

The cost of roads built in self-help compared to conventional projects

- The cost of self-help in these examples is 3 to 12 fold lower than in conventional projects
### Cost-effectiveness from a village perspective

<table>
<thead>
<tr>
<th>5 km village access road</th>
<th>USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value of self-help labour</td>
<td>8'125</td>
</tr>
<tr>
<td>Value per labourer: 8'125 : 300 = 27</td>
<td></td>
</tr>
<tr>
<td>Value of typical yearly harvest:</td>
<td></td>
</tr>
<tr>
<td>5 tons coffee</td>
<td>10'400</td>
</tr>
<tr>
<td>10 tons candlenut</td>
<td>29'100</td>
</tr>
</tbody>
</table>

Further cash income from:
- vegetables, fruit, rice, animals.
- Savings in transport cost,
- Cheaper construction materials,
- fertiliser, consumer goods, etc.
- Better access to schools, hospital and government services, etc.
- Average traffic volume: 3 trucks per week

### Potential for self-help initiatives

<table>
<thead>
<tr>
<th>Small</th>
<th>great</th>
<th>small</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;too poor&quot;</td>
<td><strong>PRECONDITIONS</strong></td>
<td>&quot;too rich&quot;</td>
</tr>
<tr>
<td>incapable, under-nourished, few resources, social disparities</td>
<td><strong>FAVOURABLE</strong></td>
<td>urban areas, many paid projects</td>
</tr>
</tbody>
</table>
Factors that determine self-help for roads

Village-Internal factors

Village-External factors

Technical Feasibility of projects

External support can influence all factors

Factors that determine communities' commitment

Access is a need

Communities capable

Traditions

Adequate Transport system

Supportive policies

Ownership

Technical feasibility

EXTERNAL SUPPORT
### Rural Travel and Transport Program

#### What Communities can do:

<table>
<thead>
<tr>
<th>On their own</th>
<th>If trained</th>
<th>With technical or financial support</th>
<th>... cannot do</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earth works</td>
<td>Surveying</td>
<td>Cement artworks</td>
<td>Asphalt: surfacing</td>
</tr>
<tr>
<td>Ditching</td>
<td>Roof shape</td>
<td>Transport of mat.</td>
<td>Major artworks</td>
</tr>
<tr>
<td>Back sloping</td>
<td>Structures</td>
<td>Major rocky sections</td>
<td>Bridges, etc.</td>
</tr>
<tr>
<td></td>
<td>Boulder removal</td>
<td>Stone pavement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hairpin bends</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Flowchart:

- **No Support**
- **Training / Follow-up**
- **Financial Assistance**
Exploring the limits of self-help approaches

- Is it genuine self-help or top-down enforcement?
- Can the community afford to give it’s labour for free?
- Are there alternatives to self-help labour?
- What are the economic benefits of the planned project?
- Are there alternatives to roads?

Ten thesis

Self-help for road construction...

...is a viable option,

but initiatives often fail,

and it is unrecorded and 'invisible'.

Initiatives depend on a set of preconditions,

but there are limits to self-help capacity.

Self-help improves if well supported:

through training advice and tools.

Clear and supportive policies are crucial.

Successful self-help leads to empowerment.

Successful self-help leads to empowerment.
1. Self-help for road construction and maintenance can be a viable option when faced with a general lack of financial resources.

2. Communities' self-help efforts often fail for lack of engineering skills and therefore require external support.

3. Self-help achievements are often unrecorded, 'invisible' and less glamorous than conventional projects and, therefore, underestimated.

4. Communities' commitment to road construction depends on a number of locally determined pre-conditions.

5. Availability of external support can positively affect communities' readiness to commit self-help labour to road projects.

6. There is a need for political back-up as well as clear and supportive policies. Governments should offer technical and financial assistance.

7. The main elements of self-help support are simple measures concerning skills transfer, advice and assistance with tools.

8. Self-help support schemes must consider the limits of communities' capacity for self-help labour.

9. A community's experience of completing a local access road successfully can be an important step towards empowerment, enhancing an attitude of self-reliance in facing further challenges in local development.

10. Paid work and incentives may undermine the willingness to commit self-help labour.
Policy recommendations

- Emphasise access rather than mobility
- Mobilise the potential of communities and NGOs
- Investigate opportunities for supporting self-help initiatives in road construction
- Avoid self-help demobilising effects of paid projects
- Increase research and education about community involvement in small scale infrastructure

Project specific recommendations

- Low cost labour intensive road projects should support self-help initiatives where the opportunity arises.
- The best option is to set up projects for the promotion of self-help in road construction and maintenance.
- Projects should only react to requests for support.
- Support should start after communities have proven commitment.
- Communities decide on the pace of implementation.
Circumstances that promote self-help for roads

- Village access roads not longer than 10-15 kilometres
- Only one to three villages are involved
- Available labour force > 50 persons / km
- Expected increase of transport is likely to boost economic activities (cash crops, trade)
- Homogenous pattern of stratification

Stratification and self-help initiatives

Flores:
Most villagers participate in the labour and benefit from the road.

Nepal:
The rich should participate through payments to those who do the voluntary work.
Demarcation of Roads
- Maintained by District Council
- Maintained in voluntary self-help labour
- Un-maintainable

Camber, ditches, and culverts will rarely be achieved through self-help labour.

Such simplified design avoids the concentration of run-off water and is much easier to maintain. It should be complemented with side drains at steep sections.

Maintenance standard adapted to the limitations of self-help labour
Maintenance standard adapted to the limitations of self-help labour:
Side drains at steep sections

Self-help support strategy

- Adapt goals and expectations to villagers' capabilities.
- Increase awareness of essential issues of road construction.
- Promote basic skills through training for local leaders and community members.
- Trainers must possess both technical and social competence.
- A follow-up program should initiate learning processes at the village level.
- When necessary, complement villager's own efforts with limited support through tools or funds.
Self-Help for Road Construction
Experience in Flores, East Indonesia and other Countries
(Handout)

Peter Winkelmann

Study commissioned by INTERCOOPERATION
Swiss Organisation for Development and Cooperation Maulbeerstrasse 10
CH-3001 Bern / Switzerland

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Executive summary

INTRODUCTION
Self-help labour for road construction is not a phenomenon exclusive to Third World countries, it is also found in the local traditions of the West. In the past as in the present, communities all over the world would build paths and trails to satisfy their need for access and transport. To do this, they relied only on themselves; this is the main subject of this study. Based on field experience in Eastern Indonesia and a number of other countries, it looks into various aspects of self-help initiatives in road construction: pre-conditions, supporting measures, sustainability, costs, potentials, etc.

The island of Flores is part of the East Indonesian Province of Nusa Tenggara Timur (NTT), one of the poorest and least developed regions of Indonesia. Isolation is a major development constraint for all islands of NTT. In Manggarai district (West Flores), only half of the population have access to the road network. People’s feeling of backwardness was definitely a strong motivating force in overcoming isolation, and many villages have made efforts to construct local access roads in ‘gotong-royong’, the Indonesian tradition for voluntary communal self-help labour. Given the difficult topographical conditions, these efforts often failed because villagers had neither the necessary skills in road construction nor the proper tools.

SELF-HELP SUPPORT IN FLORES
Since 1985, INTERCOOPERATION has assisted the Catholic Church of Manggarai in constructing district roads using low-cost, labour-based methods. In 1994, the project started an additional component with the goal of supporting traditional self-help efforts of the communities in building village roads and motorable tracks. The key measures were the training and follow-up of local foremen and surveyors and technical and financial assistance for difficult road sections that were beyond the villagers’ capacity.

After four years of intervention, the following results were obtained:
- Communities correctly surveyed and constructed 85 km of village access roads in self-help labour. In addition, many previously built alignments were made passable so that the total length of project-influenced roads increased to 250 kilometres.
- The need for proper road surveying and construction has been recognised by communities and local leaders, taking satisfaction in the better quality of roads completed.
- Village access roads do generate traffic. Trucks carry cash crops to the local markets, construction materials and consumer goods to the villages and passenger traffic is on the rise.
- The total costs of these roads (including project costs and the value of self-help labour) amount to little more than US$ 3,000.- per kilometre, about a quarter of the costs of project-built earth roads.
On request of four neighbouring districts, the project has started to expand services to those areas. As a result, improved road surveying and construction has been seen in those districts as well.

**SELF-HELP FOR ROAD CONSTRUCTION IN VARIOUS COUNTRIES: LESSONS LEARNT**

This chapter presents the results of a desk study on experience with self-help schemes in road construction and maintenance from several countries. A literature survey yielded four well-documented examples and a number of additional cases of self-help in the road sector. Judging from the scarce information available, it can be presumed that, to date, governments and development agencies have realised relatively few opportunities for self-help support in road construction. The 'country-level examples' from Nepal, Ghana, Tanzania and Lesotho present interesting experience, confirming and complementing observations made in Indonesia, putting the Flores case in a wider perspective. Below, the main lessons learnt from the field:

**Pre-conditions for self-help initiatives**

**Village internal factors:**

- Road access is a definite need for the evacuation of cash crops and to make use of trading opportunities. Feelings of backwardness and isolation further contribute to the need for access.
- Communities are able and willing to provide self-help labour. Commitment is promoted by established self-help traditions, a high degree of social homogeneity and support from local leaders.
- There are technically and socially feasible opportunities for road projects.

**Village external factors:**

- A basic transport system (network of main roads and vehicles) is in place.
- Self-help efforts are supported by government attitudes and policies.
- External agencies leave ownership of projects to the communities concerned.

**Self-help achievements are often ‘invisible’**

- Self-help achievements are often unrecorded, ‘invisible’ and less glamorous than conventional projects and are therefore underestimated.
The option of self-help

- In the face of a general lack of public funds, contribution of self-help labour for the construction and maintenance of local access roads can be a viable option. It is born out of necessity and, in many circumstances, the only option left.

External support affects the commitment of communities

- External support is motivating and has a good impact on communities’ readiness to commit self-help labour.

Support to self-help initiatives is within the range of low-budget NGOs

- As observed in Flores, support to road construction can be implemented at extremely low project costs, if local communities are ready to contribute self-help labour. Therefore support to self-help initiatives is an activity within the range of low-budget development cooperation NGOs.

Self-help and road maintenance

- Local access roads, built under self-help schemes and considered important for the local economy, stand a good chance of being maintained by the villagers, as long as they feel that responsibility will not be taken over by an external agency.

Chances of sustainability

- Communities will not discard technology and skills which proved useful to them. Once they have experienced the advantages of correct road surveying and construction, there is little likelihood that they will return to earlier, incorrect methods.

A step towards empowerment

- A community’s experience of completing a local access road successfully can be an important step towards empowerment, enhancing an attitude of self-reliance when facing further challenges in local development.
Self-help undermining factors

- Paid work, incentives and the prospect of generous external support may undermine the willingness to commit self-help labour.

TARGETING THE TRANSPORT NEEDS OF THE RURAL POOR: POLICIES, STRATEGIES AND ECONOMICS

This chapter deals with the relevance of community self-help schemes, the role of governments and the concepts of transport economics, concerning low-cost approaches to road construction.

There have been statements in recent literature regarding rural poverty and the lack of infrastructure, the need to increase the social sustainability of transport and the call for policy reform (e.g. World Bank 1994). Among the strategies foreseen to accomplish these challenges, mobilisation of local communities and the promotion of self-help schemes play an important part. It has been stated that community self-help arrangements which offer smaller-scale infrastructure can provide effective and affordable service in many areas and may offer the only feasible approach until the more formal supply systems expand their networks sufficiently.

Various principles of economics and rational planning should be observed when tackling the enormous task of providing transport infrastructure for poor and remote rural areas:

- The crucial distinction between 'need for access' and 'need for mobility' has been gaining importance in literature on transport economics. The objective of people in isolated places is access, i.e. a transport connection which is passable.
- Providing access for remote communities in a situation of limited resources stresses the need to develop low-cost roads.
- The idea behind 'phased development' is to begin with minimal standards in order to achieve significant savings on initial construction costs. At a later point in time - parallel to traffic increase - progressive improvements can be made.
- Community participation through self-help labour is in tune with the principle of 'efficient response to effective demand'. By favouring projects which promise a strong commitment of self-help labour, one automatically selects situations where demand is really 'effective'.
- A rational planning approach should progressively invest in projects that give the highest return. It optimises investments by providing both a reasonable level of access and mobility for people living along main roads, without neglecting people living at a distance from the existing road network.
REFLECTIONS ABOUT POTENTIAL AND LIMITS OF SELF-HELP APPROACHES

- Potential for self-help schemes is likely to be found in poor countries where it is impossible for governments to meet major needs for motorised access in the foreseeable future.
- The extent of self-help achievements in road development is likely to be modest almost everywhere, if measured against the existing road network. It would, however, be misleading to compare achievements of self-help labour with conventional road construction.
- Self-help initiatives will normally be prevalent in particularly suitable regions and their number will vary with the kind and degree of available external support. The significance of past achievements - and potential ones in the future - in selected regions, should be assessed in local terms only.
- Statements which are not based on field surveys are speculative, whether they support or deny potential in a given region. The self-help-promoting effect of external support is crucial and should be considered when assessing the communities’ commitment and the potential of self-help activities.

Aside the pre-conditions mentioned above - many of which are ‘sine qua non’ - the following questions hint at the limits of self-help support schemes in the road sector:

- Is it genuine self-help, or is it top-down enforcement by a local elite or government?
- Can the community afford the investment of self-help labour?
- Is there sufficient perception of the economic benefits of the planned project?
- Are there alternatives to self-help labour? Are there alternatives to roads?

RECOMMENDATIONS

Policy recommendations

- Increase social sustainability of transport and make poverty reduction an integral part of national and local transport strategies.
- Emphasise access rather than mobility and high standards of performance.
- Mobilise the potential of local communities and non-governmental organisations.
- Investigate opportunities for supporting self-help initiatives in road construction.
- Include capacity-building at community level as an additional objective of transport infrastructure development.
- Avoid self-help demobilising effects of relief and paid road projects.
- Government and development agencies should decide which department is best suited to accommodate self-help support programs for road construction.
- Research and education about community involvement in the provision of small-scale infrastructure should be increased.
Recommendations for road projects

In principle, low-cost, labour-intensive road projects are in a good position to support self-help initiatives. If pre-conditions are judged to be favourable, supporting measures should be considered, e.g.:

- Training of project staff suited to the village-needs, e.g. participatory road planning, surveying, design and construction of ultra-low-cost structures.
- Appropriate low-cost solutions to frequent infrastructure problems should be developed and disseminated.
- Villages in the vicinity of a project should be offered supporting measures such as:
  - include village representatives in project-internal training relevant to the local situation;
  - provide technical advice to the villages' own road projects, checking and correcting planned alignments;
  - supply or lend tools, if necessary.

Recommendation to set up specialised projects for self-help support in road construction

If pre-conditions for self-help support are deemed to be sufficient in a given country or region, the best option might be setting up projects designed for the promotion of self-help in road construction. The preparation of such projects should include field surveys to identify communities where self-help initiatives are likely to take hold. The following principles should be observed:

- The project only reacts to requests for support.
- It assists the communities in discussing the purpose and possible alternatives of roads, needed inputs, feasibility, etc.
- Project activities only start after a community has proven its willingness and capability to provide voluntary labour.
- The community decides on the pace of implementation.

ANNEX 9.1 AFGHANISTAN, THE RURAL DEVELOPMENT DEPARTMENT
Source: (Glaister)

The report describes a major program of labour-based road construction in Afghanistan during the 1970's which is based on the principle of self-help. The program was implemented by the Rural Development Department (RDD) which was responsible for tertiary (village access) roads. It was the policy of RDD to use voluntary unskilled labour, sometimes supported by food assistance from the World Food Program. The basic objective of the RDD was to help villagers to help themselves. RDD adopted an active leadership role in stimulating ideas in the villages, discussing and
identifying their needs and helping them to plan for themselves. No decision was imposed on a village and if agreement could not be reached, the project was not usually undertaken. The RDD provided assistance to a village on the understanding that it was willing to contribute its own resources to the project in terms of voluntary labour, local materials and sometimes cash. In this way a particular road project was very much a joint effort and when it was completed the villagers considered it as their project.

The RDD had 27 field offices at provincial level. They generated new projects and were in constant direct touch with the villagers, analysing their needs and suggesting solutions to their problems. A project cycle comprised the following stages:

- request by the village forwarded to RDD;
- visit by RDD technicians and subsequent clearing of request;
- socio-economic survey and project appraisal;
- if project is viable, site survey by technical team, final approval by RDD;
- a mobile construction team is assigned to the project;
- project implementation by the construction team together with villagers.

Villagers' motivation for voluntary labour was the desire for access to the national transport system. They were acutely aware of the economic benefits arising from cheaper transport. Many farmers were owner/occupiers who had a farm surplus to export from their area. The motivation was therefore mainly economic, although there was a growing awareness of the social benefits which can accrue from roads. The use of voluntary labour is facilitated by the fact that there was a considerable reservoir of unemployed and underemployed labour available in the villages on a seasonal basis.

The concept of road construction in stages was well-known. It consists of the construction of the various elements of a road, earthwork, sub-base, base and surfacing in stages. Each stage is constructed at the point in time when traffic volumes dictate that particular stage. This approach can also offer a solution to the dilemma of being unable to construct a road to the final alignment requirements because it would require mechanical equipment (heavy rock cuts, etc.) which in Afghanistan was not available. The stage design approach enables a road to be built, as the side hill cut operation can always be achieved by labour using hand tools. Thus, road access can be provided in many cases where the conventional design approach would involve costs which make it unviable. Typical costs of tertiary roads in Afghanistan ranged from US$ 1,500.- per km for roads with few structures and no major bridges, to US$ 12,000.- per km for roads in isolated mountainous areas involving paid labour and considerable structural work.

In the case of voluntary labour it is absolutely essential that the supervisory personnel adopt an attitude of offering their services to the village to assist them in achieving their own objectives. Control over the construction had to be achieved through a cooperative attitude and the leader-
ship qualities of the RDD personnel. It was not RDD’s primary objective to construct the roads themselves but to use the road-building process as a vehicle for enhancing the self-reliance of the villages concerned and to increase their capacity to manage their own resources for the benefit of the community.

Unfortunately (Glaister) provides no data about the performance of this program in terms of output in kilometres of roads, and no information was found about its development after the time of reporting (1980). However, the fact that the program operated through 27 provincial branch offices justifies a guess that its output of completed access roads must have been significant.

HOW TO ORDER THE BOOK:

*Self-Help for Road Construction: When it Applies – How it can be Encouraged and Supported
Experience in Flores, East Indonesia and other Countries* (111 pages)

Peter Winkelmann

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1) The Swiss degree ‘lic. rer. pol.’ is the equivalent to a Master of Arts.

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The Growth Triangles Concept and Emerging Application in the Africa Region

M.E. Dhliwayo, ECA Representative

OVERVIEW

Considerable attention has been expressed on the need to focus even more on South–South Cooperation. It has been recognized that such cooperation has a potential for constituting an important framework for forging sustainable links between regions of the south and for stimulating the growth of capacities for developing countries through horizontal cooperation. The agenda derived from the Tokyo International Conference for African Development (TICAD II) has further emphasized the need for south–south exchange and learning processes with the specific aim for Africa to learn from Asia's development experience. The conference called for development institutions to implement practical projects, which will enhance linkages between Africa and Asia.

PICAS

As a response to the recommendations of the Tokyo Conference, the UNDP formulated a Program for Innovative Cooperation among the South (PICAS). PICAS, located in the Zambia’s UNDP Office has a mandate for translating selected aspects of the Agenda into practical and operational activities and exchanges of an innovative nature among the countries of the south – initial focus being between South East Asia and Africa also including intra Africa, namely SSA and North Africa, all within a regional context.

The developmental objective of PICAS is to promote south–south cooperation at the operational level in order for Africa to benefit from the Asian experience and more effectively position itself in response to the demands of globalization in its effort to attain sustainable human development.

In this regard, PICAS addresses the objective in the following four distinct but closely related program areas:

- Innovative and new approaches to regional cooperation and integration;
- Collaboration between African and Asian “Think Tanks”, research institutes and academia;
- Revisitation of the role of science and technology in Sustainable Human Development; and,
- Capacity building and exchange/adaptation of good practices of civil society.

GROWTH TRIANGLES

The first program focus area is addressed through the concept of Growth Triangles, which has gained prominence since the late 1980’s in Asia.

Growth Triangles are transnational zones spread over geographically neighbouring areas in which differences in factor endowments of three or more countries/areas are exploited to promote
external trade and direct investment for the mutual benefit of the participating countries. This constitutes a platform for promoting regional economic cooperation and a means for accelerating the pace of development. It is normally private sector driven with public sector support.

The concept's attractiveness lies in the fact that it can be established at a relatively low cost and within a short time.

The growth triangle concept, as adopted by PICAS, places the private sector at the center of the growth mechanism of economic integration.

The ultimate goals for the growth triangle, in general, are to:
- Increase trade and investment in the participating region;
- Promote a more efficient use of resources;
- Increase exports from the participating region to the rest of the world;
- Promote sustainable growth and improve the welfare of people.

The conditions for success of growth triangles are:
- Areas must be contiguous and the national boundaries must be easily accessible;
- There must be at least one metropolitan center for spill over effects;
- Complementarities in resource endowments, labor, technology and location is necessary;
- There must be reasonably well developed infrastructure, particularly, the transportation system; and,
- Strong political commitment to overcome local vested interests or domestic political constraints is needed.

LESSONS FOR AFRICA
- Political commitment by government to the concept is of paramount importance.
- Government should also remove all barriers to the development of the concept.
- National sovereignty should be shed.
- The concept should be private sector driven from inception.
- Economic complementarities must exist or deliberately created where they do not exist.
- Infrastructure development requirements will generally be enormous and will have to be tackled on a prioritized basis.

Other related programs such as the Niger Basin Authority, the Kagera Basin Organization, etc must be reviewed, to draw lessons therefrom and investigate potential in introducing private sector driven programs.
PROPOSED FOLLOW-UP PROGRAMMES
The growth triangle concept has been adopted in some parts of Africa and is at different stages of development in the following areas: Senegal- Mali-Guinea; Benin-Niger-Northern Nigeria; and Zambia-Malawi-Mozambique.

This presentation will present highlights of the Zambia-Malawi-Mozambique Growth Triangle in more detail.

THE ZAMBIA – MALAWI – MOZAMBIQUE GROWTH TRIANGLE
In early 1999, the Governments of Malawi, Mozambique and Zambia, at the initiation of UNDP Resident Coordinator’s Office in Lusaka after consultations with the private sectors in the three countries, considering the concept to be complimentary to the Development Corridors and the SDIs, responded positively to the establishment of a growth triangle (ZMM – GT) covering Mpuungu, Karonga and Beira, complimented by the Nacala and Beira corridors as a pilot case.

The proposed areas for cooperation within the ZMM- GT include:
- Agriculture and agro- based processing;
- Tourism;
- Information technology;
- Transport and communication;
- Enterprise/ entrepreneurial development promotion.

ACTIVITIES UNDERTAKEN
The following activities have been undertaken for this pilot project:
- Sensitization mission to South East Asia comprising public and private sector representatives from the COMESA Sub-region (funded by UNDP).
- Setting up of a Steering Committee comprising mainly participants from the private sector to supervise the implementation of the project.
- Adoption of the Terms of Reference for a Pre-feasibility study by stakeholders;
- Selection of consultants and commencement of the study (to address issues pertaining to the cooperation areas) expected to be completed by March 2000.

The project, at the same time, has already initiated some community programs to raise the standard of living of those in the growth area, most notable of which are Gender sensitization, the setting up of AIDS awareness campaign programs and telecenters.

As mentioned earlier infrastructure and services issues will inevitably have to be addressed. In this regard, a situation analysis will have to be undertaken to identify the priority areas. At the local level, the RTTP program is expected to contribute to the realization of this pilot project.
COOPERATING PARTNERS

The project is supported by OAU, ECA, ADB, COMESA, and SADC and mainly driven by UNDP - Zambia and the private sector in the region.

This pilot project, of which the pre-feasibility study is funded by UNDP (US$100,000), under its Regional program for Africa, ECA (US$40,000) through the Regional Advisor Programme, and pledges (US$10,000 per participant) from the private sector, has been endorsed by Presidents Chiluba and Chissano of Zambia and Mozambique respectively.

Compliments have to be given to the UNDP Zambia Resident Representative and Resident coordinator for Zambia who, after her sabbatical leave in South East Asia, has relentlessly taken a lead in formulating the project, attracting the private sector, and convincing governments and has ensured that the current momentum on the project is not lost.
Spatial Development Initiatives and Supplementary Initiatives to Link Rural Hinterlands and SMMEs With Wider Economic Circuits

Andries Naude & Mac Mashiri
Informal/local economic circuits are typically characterised by equitable resource sharing, subsistence use of existing resources, and slow-moving, localised interaction patterns. Lower circuit processes economise on transport and related long-distance interaction costs, but incur high inventory and handling costs in relation to a relatively low volume of transactions.

Formal/wider economic circuits, are strongly focused on the production and growth of marketable output for "wider-markets", high rates of resource consumption and utilization and fast, long-haul transport and communication modes.

Policy context of SDIs

Seen within the context of GEAR and the RDP, the SA government has to reconcile two basic policy imperatives:

- it needs to promote national and regional economic growth through strategic investment focusing initiatives such as the SDIs, where the aims are:
  - to focus infrastructure and business investment in areas with "inherent and under-utilised economic potential";
  - facilitate regional economic trade and development

- it needs to urgently reduce access inequalities - manifested by a persisting major gap between the well-positioned, well-connected, mobile, highly informed and fully employed people and the relatively poorly positioned, unconnected, immobile, uninformed and underemployed people
Need to redress persistent spatial-economic dualism

Ongoing dualism between those places or groups that are sufficiently well positioned to compete in more open markets, and those who are locked into segmented and over-traded local markets. In practice, this dualism also overlap with the dualism between commercial or mainstream economic activities on the one hand, and subsistence activities on the other. It has been argued that because this dualism is chronic, gradualist or trickle-down policies are unlikely to enable the latter sector to catch up with the former.

Need for strategic investment focusing and coordination

Most services such as electricity and water connections, education, and health facilities are still being planned in isolation of each other and in reaction to demands for services exactly where people are currently settled. This sometimes creates the problem where one department may be providing services (e.g. water), whereas another department is rationalizing and cutting back its services (e.g. subsidised transport). Another consequence is that the apartheid settlement patterns are simply being reinforced, which is unlikely to be either financially or environmentally sustainable.
Improvements in the global competitiveness of other industries

Improved efficiency of the regional transport & transhipment industry

Transport/ port project A

Synergy

Transport/ port project B
Role of Maputo Corridor Company

- Supporting the implementation of key **infrastructure projects** (road, rail, port, dredging, water, energy etc)
- Supporting the implementation of key **business investment** projects
- Information gathering and dissemination on investment opportunities
- The mobilisation of investment through **project preparation and marketing**
- Instituting various **support programmes**
Methodology for SDI planning and management (Maputo corridor example)

<table>
<thead>
<tr>
<th>Phase 1: Overall process management/ ongoing involvement of key stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping of issues/options</td>
</tr>
<tr>
<td>Identification of anchor projects</td>
</tr>
<tr>
<td>Phase 2:</td>
</tr>
<tr>
<td>Strategic impact assessment</td>
</tr>
<tr>
<td>Revision/Identification of supplementary projects</td>
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<tr>
<td>Preparation of promotional material &amp; proposal calls</td>
</tr>
<tr>
<td>Phase 3:</td>
</tr>
<tr>
<td>Investor conference</td>
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<tr>
<td>Bidding process and award of concessions</td>
</tr>
<tr>
<td>Setting up of corridor company or similar institution</td>
</tr>
<tr>
<td>Phase 4:</td>
</tr>
<tr>
<td>Ongoing promotion and management by corridor company or by local/regional government authority</td>
</tr>
</tbody>
</table>

Planning of lead projects

1. Location of major anchor projects
2. Planning and impact assessment of primary transport/logistics projects

Planning of support projects & linkages

3. Location of service establishments, upstream suppliers and down-stream processing plants
4. Planning of secondary support nodes and networks
5. Exploration of potential linkages and synergies with related initiatives & facility provision programmes

Improved access & support for SMEs linked to the agriculture, forestry and tourism industries
Rural Travel and Transport Program
Building on SDI principles

- Investment focusing, coupled with the concentration and channeling of economic activities in relatively few nodes and corridors, BUT ensuring that a cost-effective hierarchy of linkages are also developed with lower order nodes and hinterlands
- Investment coordination, BUT coordinating more than infrastructure and so-called anchor projects, so as to deliver integrated and flexible logistical support to communities and SMME as well as

- Particular emphasis needs to be given to the a balanced package of locational, infrastructural and operational measures. Locational measures can include the clustering of new housing, infrastructure and facilities in terms of selected activity nodes and satellite centres
• **Operational measures** include:
  - the coordination of periodic transport, service provision and market schedules (including aspects such as routes, stopping places and service times);
  - information provision, regulation and selective subsidisation in support of the coordinated schedules, centres and services;
  - facilitation of freight collection/distribution services for incipient agro-forestry processing and tourism enterprises
Types of rural access development problems

- Social development & cost-effective service delivery
- Facility location problems
- Linkage development problems
- Economic development & SMME support

Necessary integrated development approach

- Multi-purpose node or corridor development
- Facility location
- Linkage development
- Operational re-engineering of delivery systems
Conclusion: build on SDI principles, BUT...

- Investment **focusing**, coupled with the concentration and channelisation of economic activities in relatively few nodes and corridors, BUT ensuring that a cost-effective hierarchy of linkages are also developed with lower order nodes and hinterlands
- Investment **coordination**, BUT coordinating more than infrastructure and so-called anchor projects, so as to deliver integrated and flexible logistical support to communities and SMME as well as big business
Gender Issues and Opportunities in Rural Transport

Michael Bamberger and Petronella Maramba, The World Bank

I. Women's social and economic responsibilities and the related travel needs.

- Women and men have different social and economic roles and responsibilities and because of this they have different travel and transport needs and face different constraints.

- Women must balance 3 sets of responsibilities (roles)
  a. Child-care and domestic management (REPRODUCTION)
  b. Economic activities (paid and unpaid) (PRODUCTION)
  c. Community management
     -Natural resource management (forestation, water conservation, soil protection)
     -Management and maintenance of community infrastructure. (water, schools, roads, clinics).

- Each of these sets of activities involves travel and transport needs
  a. Child-care and household management (REPRODUCTION). Travel needs include:
     -Taking kids to school and for health care
     -Visiting health clinics
     -Collecting fuel
     -Collecting water
     -Going to the market
  b. Economic activities both paid and unpaid (PRODUCTION). Travel needs include:
     -Going to the farm
     -Purchasing agricultural inputs
     -Taking grain to the mill
     -Taking goods to market
     -Seeking work
     -Travel to work
     -Visiting credit institutions
     -Visiting technical assistance institutions
  c. Community management
     -Natural resource management:
     -Getting to the sites.
II. Constraints on women's access to travel and transport

- Women’s heavy time burdens
- Cultural constraints on women’s access to transport and on their ability to travel
- Women’s limited control over household resources (including money and modes of transport)
- Women have limited voice in the planning of transport interventions
- Transport projects often do not reflect women’s transport needs:
  a. Focus on roads rather than footpaths and foot bridges
  b. Public transport mainly covers the main routes during rush hour and does not respond to women’s needs for multiple trips off the main routes and out of the main rush hour.
- Lack of access to credit
- Limited access to technical assistance
- Difficult for small companies (owned by either women or men) to compete for road maintenance contracts.

III. The economic and social (efficiency and equity) costs of women’s limited access to travel and transport.

- The social and economic costs of the time spent collecting fuel and water:
  - Several hours per day are wasted. This time cannot be used for any of women’s productive, reproductive or community maintenance activities.
  - Health costs from loss of energy, head and back injuries etc
  - Girls taken out of school to help mother carry water and fuel
Women's agricultural productivity is severely reduced:
- Time wasted in getting to and from fields
- Post harvest loss as produce cannot be marketed
- More limited access to technical assistance
- More limited access to credit (cannot visit the bank)
- Lower sale prices as lack of mobility makes it difficult to take advantage of price fluctuations.
- Women's access to labor markets and paid employment is reduced.
- Women's participation in community decision-making and local political activities is reduced.
- Children (particularly girl's) access to schools and health services is reduced.

IV. Promising approaches

- Project planning and organization
- Gender sensitive participatory planning
- Developing better ways to measure the value of women's time and incorporating this into project economic analysis.
- Working with local organizations
- Institutional capacity building
- Social assessment methods
- Gender sensitive monitoring and evaluation
- Community awareness raising (making men aware of women's transport burdens
- Gender-sensitive interventions/ components
- Gender sensitive IMT
  a. Bicycles
  - Increasing availability
  - Modifying bikes to transport water, goods and children
  - Bicycle ambulances
  b. Hand-carts
  c. Draught animals
- Labor saving technology
a. Village water supply  
b. Alternative fuel for cooking and heating  
c. Mechanical grain mills  

* Micro-credit  
  a. Helping women to acquire transport (individually or communally)  

* Opening up opportunities for women entrepreneurs in the transport sector  
  a. Access to credit  
  b. Promoting women's participation as transport providers  
  c. “Level playing field” for women contractors (road construction and maintenance)  
  d. Providing technical assistance to women entrepreneurs  

* Labor-based road construction and maintenance  

* Construction of feeder roads  
  a. Promotes family food security  
  b. Girls access to schools  
  c. Facilities marketing of agricultural produce  

* Promoting women’s access to public transport  
  a. Women only buses  
  b. Separate entrance or reserved seats  
  c. Providing space for transporting goods  
  d. Transport provided by companies for women workers  
  e. Improved safety and security (sexual harassment, violence)  
  f. Travel subsidies  
  g. Road safety campaigns  

V. Challenges for governments and donors to address women’s transport needs  

* Difficult to consult with women in male-dominated cultures.  
* Agencies must respect local culture.  
* Economic analysis does not capture the true value of women's time and the economic and social cost of the time women spend transporting fuel, water and grain.  
* Difficult to find cost-effective ways to manage small projects which must respond to the cultural, social and economic needs of local communities.
14th Coordinating Committee Meeting

- Staff not trained in gender planning.
- Difficult to find local partners (NGOs, community organizations etc) who can help implement projects.
- Difficult to organize micro-credit programs

VI. The Role of RTTP
- Developing a gender sensitive policy framework.
- Design and test pilot interventions
- The Development Grant to strengthen the gender capacity of RTTP.
  a. Pilot projects
  b. Documenting and sharing lessons learned
  c. Workshops
  d. Developing a web site
  e. Toolkits and training material
Promoting Intermediate Means of Transport in Sub-Saharan Africa

Peter Njenga and Pascal Kaumbutho

ISSUES COVERED

Key policy questions

- Appreciation of the concept of IMTs
- Their location in a transport system
- Context within political economy

Practical considerations in respect of
- IMT project formulation
- Potential limiting factors to enhanced use
- Key elements of designing a strategy
THE POLICY DIMENSIONS

- How do IMTs relate to the overall transport system?

- How do we achieve a balance between investments in infrastructure and complementary services, including IMTs?

- To what extent do we take into account the characteristics of rural production and social organization?

- Link between poverty and transport rigidities at the lower end of the transport spectrum?

- Matching public investments with the operational scale and investment capacity of the population

- To ensure an inclusive and equitable transport system.
<table>
<thead>
<tr>
<th>Country</th>
<th>People of Road</th>
<th>Vehicles/vehicle/km</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>31</td>
<td>750</td>
</tr>
<tr>
<td>Africa</td>
<td>20</td>
<td>137</td>
</tr>
<tr>
<td>South</td>
<td>2.3</td>
<td>1.2</td>
</tr>
<tr>
<td>Ethiopia</td>
<td>4</td>
<td>1.2</td>
</tr>
<tr>
<td>Uganda</td>
<td>5.4</td>
<td>1.7</td>
</tr>
<tr>
<td>Kenya</td>
<td>14</td>
<td></td>
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</tbody>
</table>
Dilemma of the models of adoption

Single track approach, or articulation in a wider development framework?

Clarity in Focus and Objectives of programmes.

Demand side constraints:

a) Weak Rural Economies, low levels of affordability;
b) Uneven population densities:
c) Minimum Transport infrastructure for IMTs.
d) Attitudinal barriers

Supply side constraints:

a) Manufacturing capacity:
   - Attaining a critical threshold of demand

Our solutions and Users perceptions; whether the links?
   - Going beyond the conventional technical criteria
KEY ELEMENTS FOR A STRATEGIC FRAMEWORK ON IMTs

- Integrates the accumulated body of knowledge in respect of IMTs
  - Is well resourced, is not residual, and has a time-frame that allows a maturation of partnerships a wide range of stakeholders.

- Has an intellectual backbone
- Makes a convincing business case
- Builds on existing initiatives
  - Anchors initiatives on the local dynamics.
- Has capacity to learn and disseminate lessons
- Equity concerns are central to the strategy
Promoting Enhanced Use of Intermediate Means Of Transport
Reflecting on The Lessons
Peter Njenga and Pascal Kaumbutho

The purpose of this presentation is to provide some simplified insights into the lessons learnt to date in designing and making operational, a strategy for promoting wider adoption of Intermediate Means of Transport (IMTs). The presentation is essentially a synthesis of the key set of issues and questions most likely to be encountered by two types of people, one a policy maker needing a clear justification on what the benefits of promoting IMTs are, and therefore, the public policy issues involved, and secondly a project manager who needs to understand the practical questions involved in making an IMT strategy operational.

This presentation is structured as follows; the first section deals with policy questions ie, the concept of IMTs, and their context within the wider field of transport planning and the political economy. The second section looks at the practical issues in regard to project formulation. Potential limiting factors in respect of adoption of IMTs are explored from the perspective of demand and supply forces. The concluding section outlines a number of general consideration that may be essential in formulating a long-term strategic framework for IMTs.

We would like to underscore that points raised here are not exhaustive and only serves the purpose of building a stronger body of consensus on how a sustainable policy framework for IMTs.

The Policy Dimensions

Location of IMTs within the Spectrum of Transport Technologies:

Here we attempt to answer a typical question of the lips of most policy makers, ie, what is all this fuss about IMTs and how do they fit within the transport planning field?

We start therefore by giving a brief view to the understanding of IMTs, and then we proceed to show where they are located within the spectrum of vehicle technologies in the field of transport.

(i) First, it is important to conceive IMTs as an integral part of the transport system and specifically, as a segment within the family called vehicles. Secondly, the term IMTs itself is generic and therefore tends to mask the wide variety of products it encompasses; in practice, IMTs span a wide variety of vehicle types, each with its own particular technological, economic and socio-cultural attributes.

(ii) Although the definition of IMTs has been dealt with exhaustively in the past, it is still fair to say that the understanding of the concept is still not widespread, least of all within the realm of
policy making. In general, IMTs consist of the range of transport equipment that falls between motorised vehicles on the one hand, and walking/human porterage on the other. Low-Cost Means of Transport (LCT), and Non-Motorised Means of Transport (NMT) are some terms that are often interchanged with IMTs. While acknowledging slight differences in their shades of meaning, in this presentation we stick to the term IMTs as the core concept that encapsulates the low-cost as well as non-motorised dimensions.

In order to place IMTs in a relational context with the rest of a transport system, it is important to illustrate the position they occupy and the role they play in the facilitating the economic activity. To do so, it is important to place the current interest in IMTs within the perspective of current knowledge and experiences in transport planning in Sub-Saharan Africa; the following (generally agreed upon) observations are in order:

- In the last two decades, diagnoses of rural transport problems in the rural areas of developing countries have revealed that the conventionally proffered solution-roads—does not necessarily lead to the expected impact, ie a higher volume of motorised transport and increased rural productivity etc.do not automatically follow. Further analysis indicates severe transport rigidities at the lower end of the transport spectrum; these are related to inadequate connectivity between households as production units, and the rest of the transport system.

- Arising from the above point, it follows that investment decisions that focus exclusively on the national road system are not necessarily informed, and are therefore not adjusted to the nature of the transport problem at the community/village level which are critical areas in terms of social, economic and political organisation of the state.

- In particular, no attention is paid to the characteristics of rural production and social organisation and how these place a demand on a particular type of transport system (infrastructural and vehicular). In general, transport demand in rural areas is for low speed, low volume, short distance trips. Journeys long enough to justify use of motor vehicles are infrequent and the cost outlay only justified in occasional situations.

- Based on this, there has been an interest in developing a transport planning approach that acknowledges the need for vehicles that match the operational scale and needs, transport patterns and investment capacity of the majority of people in rural areas.

The focus on IMTs is therefore an acknowledgement that, in a wider sense, the clients/users of transport planning are segmented, and therefore require differentiated products. This is the main thrust of the new people-orientated transport planning as compared to conventional transport planning. Following from this then, within the Ameans of transport@ sub-sector of transport, the key policy question becomes: what are the characteristics of our clients? What means of transport (products) are demanded by the bulk of the population?
The term *intermediate* therefore, is used to capture the characteristics of the *transport market* in developing economies. It denotes the middle range performance in comparison to the options offered by the two ends of the transport technology spectrum, motorised transport and walking. The intermediate attributes are in respect of the following:

- speed:
- distance-range:
- payload:
- technological complexity:
- cost:
- infrastructural requirement:

In Sub-Saharan Africa, the range of IMTs is roughly as indicated below, with pack donkeys forming the traditional end of the spectrum, while bicycles with adaptations are a more recent phenomenon.

- Pack donkeys/camels
- barrows/handcarts
- animal drawn carts
- bicycles
- bicycles with adaptations

**Locating IMTs within the Context of the Political Economy**

What features of our political economies make IMTs a compelling choice within the transport system?

- First, the interest in IMTs is part of an overall paradigm shift within the general development field, from the macro, Lewisian model of trickle-down, to a more (client) people-based process. This shift is therefore not confined to the transport field but is now widespread in a variety of development disciplines as well as in commerce. In transport, research in developing countries, had raised concern about the rationale of an exclusive focus on roads, while the balance of evidence indicated that majority of people in rural areas of developing countries were non-users of motorised transport and roads. This raised questions about the assumed integrative function of roads and the effectiveness of transport planning in reducing social, economic and political exclusion of the majority of people living outside the central urban areas.
• In general, the economies of most countries in Sub-Saharan Africa (SSA) rest on very fragile foundations, with the majority of the population being marginal participants. Rural areas account for the majority of the poor, estimated at around 80% of the total population. Between 1986 and 1996, GNP per capita in SSA declined by negative 1.3, and by 1996, per capita income stood at US$302. Most activities in rural areas are related to subsistence production. In general, the structure of production in SSA gives rise to transport activities that are more related to meeting basic livelihoods needs than economic production. However, transport planning schemes are however normally designed to promote manufacturing industry and large scale farmers. Small scale farmers are ignored, they become isolated, are unable to interact with the market and in the long-term, they lose the incentive to grow surplus. In policy terms, this raises the question of what transport system can best help incorporate the small scale producers, who are the majority, into the overall national scheme, sustainably and cost-effectively.

• Investments in the transport sector within SSA typically accounts for 20% of the public sector expenditure, and is mainly related to infrastructural development. However progress towards motorisation has been very limited, and mobility is therefore achieved through walking and use of basic transport equipment. To fix ideas, Kenya has 14 vehicles per 1,000 inhabitants. This also works out 5.4 vehicles per kilometer of road Uganda, has 1.7 vehicle per 1,000 people which works to 1.2 vehicles per kilometer of road. Ethiopia has 1.2 vehicles per thousand people and 2.3 vehicles per kilometer. In comparison, South Africa has 137 vehicles per thousand people, or 30 cars per kilometer. The USA, where the car as a symbol of freedom originated, has 750 cars per thousand and 31 per kilometer. In addition, most vehicles in SSA are to be found in urban centers, for example, 47% of vehicles in Kenya are to be found in Nairobi.

The debate about the role of IMTs is therefore no longer an academic indulgence, but a pragmatic policy imperative. Empirical evidence points out at the need for a new path in transport, one which guarantees increased benefits to people who need to overcome poverty. The potential for expanding the smallholder economy is often constrained by inadequate capacity to move surplus production to the markets. IMTs provide a wider scope for matching the characteristics of the rural transport Amarket@ (the transport needs and investments capabilities) with the appropriate type of the vehicles.

The relationship between investments in the transport sector and the characteristics of the client community has an inverse character as illustrated on the following page.
PRACTICAL DIMENSIONS:

Even after a case has been made on the need to widen our scope of transport policy to include elements that support the mobility of the majority of the population, a further step has to be made in respect of having a clear plan of action that would translate the theoretical benefits into demonstrable impact. The question often asked is, if the magnitude of the transport problem in SSA is so huge, and if the benefits of IMTs so self-evident, why is the use of IMTs so limited?

The following are important insights to be considered in project formulation;

The dilemma of the models of adoption. An important point of departure for an IMT programme, is the appreciation that after all, use of IMTs is not uniformly spread in Countries within SSA. A question often asked is, why does use of IMTs only happen in pockets? what are the factors that make for spontaneous, non-project promoted adoption of IMTs? What are the main vectors through which adoption takes place? And what factors make for the failure of project promoted IMTs? Although indications show that economic dynamics and emergence of certain transport niches do help to catalyse adoption, this presents the following dilemma; should IMTs be promoted only in areas where certain known preconditions for adoption exist, and where a certain level of certainty about uptake exists, or is there an obligation to cast the net wider into areas where there in no readily apparent potential?

IMTs Projects: Single track approach, or articulation in a wider development framework? In general, the setting of IMT projects tends to fall under the following general categories (i) Where IMTs are promoted within larger rural development programes, (ii) where IMTs are promoted within a
framework of an integrated transport planning programme (iii) Where IMTs are promoted on their own. We do not have sufficient evidence to suggest that a particular approach works better than the other; nonetheless, it is worth reflecting on approach best guarantees success of an IMT promotion programme.

Clarity in Focus and Objectives: There is a general tendency in development work to have a complex mix of objectives within one project. Within sponsored IMT projects, it is not unusual to have the following put forth as the objectives of a project (i) Reduction of rural drudgery (ii) support to small-scale manufacturing (iii) reducing the burden of transport on women and children (iv) poverty alleviation (v) increased agricultural output (vi) increases marketed output, etc. Whereas it is possible that IMTs can contribute to all of these objectives, placing all of them or a combination of them on the same level within a single project framework makes demonstrable impact difficult to find, while giving mixed signal to potential stakeholders. IMT projects need to be more rigorous in finding the core focus around which impact can be assessed.

Constraining Factors to Quick Adoption

Demand side constraints:

(a) Weak Rural Economies, low levels of affordability: In very general terms, the relative lack of diversity and numbers of IMTs is a reflection of the weak market economy. A general characteristic of rural areas of SSA are the relatively low levels of incomes, lack of diversification and specialization as well as limited market participation by the bulk of the rural population. The acquisition of most IMTs, particularly those characterised by a significant enhancement in carrying capacity and or speed relative to headloading, involves a monetary investment. While this cost is considerably less than that of a motor vehicle, it nonetheless represents a very substantial investment for most households. For example, the average cost of a cart in Kenya is about US$ 214, while the per capita income stands at around US$290; clearly, this makes ownership of carts a very privileged activity. Some Lessons from planned projects indicate that adoption of IMTs is strongly related to the dynamics of the local economy. Where subsistence transport predominates, or where the opportunity to participate in the market are not readily apparent, more caution is needed in respect to the type and cost of particular technologies as well as the time frame that is needed to work on other complimentary factors such as manufacturing and credit. Conversely, areas whose production base is stronger and diversified show more potential for IMTs uptake. Indeed, the closer one moves to urban situations, the higher the likelihood of use of IMTs. This in turn reflects higher levels of interaction and interdependence between activities, higher returns to investments in IMTs as well as availability of production and back-up services.
(b) Uneven population densities: Most of SSA has low aggregate population density, as compared for instance, with Asia. This has a bearing on the overall magnitude of transport activity. Sparse settlement patterns present particular problems in introduction of IMTs; this arises mainly out of two factors (i) areas that are thinly populated are likely to be the least developed and may rely on subsistence production; (ii) distances to service points are often so huge, presenting difficulties in determining appropriate IMTs. (iii) sparsely populated areas are likely to be more isolated from new information.

Conversely, there exists certain areas of uniformly high population density, mainly around fertile agricultural land. These areas are characterised by a fairly high degree of commercial production, specialisation, and a regular pattern of transport activity. Pockets of intensive use of IMTs are most likely to be found in these areas.

(c) Transport infrastructure: For IMTs to function efficiently, they need to be accompanied by appropriate types of transport infrastructure. Different types of IMTs require different types and standards of physical infrastructure in terms of the quality and widths of the running surface. Wheeled IMTs for instance, invariably requires flat and even surfaces. For carts, the tracks have to be wider than for bicycles. There are many places where introduction of IMTs needs to be accompanied or preceded by some form of investment in the infrastructure.

(d) Attitudinal barriers: Most people are socialised to aspire for the modern means of transport. Introduction of IMTs is considered a retrogressive step, and out of line with the general orientation of what is considered development. Existence of this barrier is not limited to just the potential users of IMTs, but is also to be found at highest levels of policy making in the government and donor community. Attitudes do not change quickly, yet they are a critical factor in determining the acceptability and adoption of a new idea.

Supply side constraints:

a) Manufacturing capacity: Perhaps arising out of weak demand, there is little push by manufacturers to test and probe the market for new IMTs. It is also not the characteristic of the small-scale manufacturers in Africa to invest in marketing. This further perpetuates the cycle of weak demand to weak supply. An infrastructure for the supply of components, manufacturing and back-up services can only develop sustainably, if a critical threshold of demand is achieved.

b) Technical solutions and user perceptions; inadequate links: Most technology transfer projects have gained notoriety for their top-down approach. While direct technology transfer can work smoothly between one technical department and another, or from one team of technical experts to another, transfer of technologies within a social-cultural framework is complex. Many projects have applied a purely technical criteria that fails to take into account the needs, perceptions and the socio-cultural dynamics of a community life. There is evidence that good technology can remain rejected
or unknown to potential users. This has happened even in cases where users have adequate resources and all the known characteristics of early adopters.

KEY QUESTIONS FOR WAY AHEAD

An overarching problem in promoting wider use of IMTs is the lack of a coherent and strategic approach that takes into account the accumulated body of knowledge, is well resourced and has an adequate time-frame to allow a maturation of partnerships with the government policy machinery and a wide range of stakeholders. Currently, IMTs initiatives remain small-scale, short termist, fragmented and with limited spheres of influence. Factors that constrain wider adoption of IMTs occur at different but structurally linked levels; these may be locational specific problems, or national and international obstacles. The existing IMT initiatives often have insufficient resources, or are limited by their mandates to act on the various tiers of the problem. A new strategic orientation is therefore required, focusing among others, on the following issues

A STRONG INTELLECTUAL FRAMEWORK THAT CAN ARTICULATE THE ROLE OF IMTs WITHIN A LONG-TERM TRANSPORT PLANNING CONTEXT. The framework through which we currently understand the rural transport problems started emerging in the early 80's. Though pioneering work was largely carried out in Africa, capacity for strategic analyses in the rural transport sector has only increased marginally, and mostly consists of practitioners. Lack of a coherent intellectual orientation partly contributes to the peripheral nature of the rural transport debate, and the fragmented approach evident in projects.

MAKING A CONVINCING BUSINESS CASE FOR A POLICY MAKERS. In many instances the use for IMTs has been advanced through activism and less through clear business arguments. For NGOs especially, the issue of IMTs has often provided a platform through which different concerns are expressed, be they environmental, gender or poverty. In planning for IMTs it may now be prudent to incorporate elements of investments analysis. Inadequate prior analysis of the market niche for particular IMTs often results in wrong assumptions or wrong expectations. The government through various fiscal, monetary and legal instruments can determine the direction of private sector investments, as well as influencing public perception on particular matters. Rural transport issues in general, and IMTs in particular need to find a position within the government policy framework; this can only happen if sound and convincing arguments are consistently presented to the government. Good projects are a way of building the necessary evidence and credibility.

BUILDING EXISTING INITIATIVES. (i) A number of initiatives already exist. It is perhaps worthwhile to build on existing initiatives than to start on new ones. (ii) In addition, there is need to learn from where things happen spontaneously, to understand the catalytic factors while avoiding intervening in a way that destroys ongoing dynamics (iii) In introducing new IMTs, it is perhaps easier to start with areas that have favourable preconditions for adoption, and to anchor initiatives firmly with the local economy.
STRENGTHENING THE CAPACITY TO LEARN AND DISSEMINATE LESSONS. There is need to develop more innovative mechanisms on how information can be shared and utilised more effectively. A variety of mechanisms through which people acquire and act on knowledge should be explored.

EQUITY CONCERNS. A strategy for promotion of IMTs should consider the process as an important component. The questions of equity between various economic (poor, rich) and social (women, men) categories should be an important concern.

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Howe, J (1997): Transport for the poor or poor transport? A general review of rural transport policy in developing countries, with emphasis on low-income areas. ILO, Geneva

International Road Federation (1997); World Road Statistics. IRF, Geneva.


For instance Howe, 1994: defines IMTs as those means that are intermediate in terms of initial cost and transport characteristics...between traditional methods of walking and headloading and conventional motor vehicles ..(pg 5)
Planning Rural Transport Infrastructure (RTI)
John Riverson, The World Bank

Introduction
- This presentation for group discussion, summarizes key issues relating to the planning of RTI; and some emerging ideas for addressing these issues;
- Link to Poverty Reduction Strategy Papers and National Community Action Programs.
- The group will discuss & share local experiences, add new insights, and prepare summary.

Definition of RTI:
- Rural roads, track and path network which (with services and vehicles) provide access to resources, services, social activities which support rural existence.
- Includes infrastructure providing access to high-levels of the road network.
Context: Elements of Rural Development

- Infrastructure
  - Transport
  - Water
  - Energy
  - Irrigation
  - Communication

- Productive Sectors
  - Agriculture
  - Fishery
  - Non-Farm Sector
  - Natural resource management

- Social and Economic Services
  - Health
  - Education
  - Administration
  - Transport

Context: Elements of Rural Accessibility

- Rural Transport Services & IMT
- Rural Accessibility
- Location & Quality of Services
Context: Elements to Ensure Sustainability

- Clearly define a framework for their management and financing;
- Establish as key elements of a country’s rural transport policy and strategy

Management aspects I:

- Institutional Arrangements and Responsibilities
  - Extent of Decentralization
  - Local Government and Community Ownership
- Planning and programming
  - linkage to overall road & transport network; network size;
  - selection and prioritization of links in RTI network;
Management aspects II:

- design standards, e.g., designing for basic access;
- construction and maintenance standards - Basic access?

- Execution of Works & their Supervision
  - Choice of construction technology
  - Assuring Maintenance & technology choice
  - Government Force Account
  - Private contractors & NGOs
  - Community Self-Help approaches.

Financial Issues:

- Insufficient central-local fiscal transfers
  - Focus on major works and new construction
    - capital funds allocations given priority over recurrent
    - Donor support as added incentive - recent shifts.
- Insufficient mobilization of local revenues
- In-kind contributions insufficient to address total local needs
- Challenge - to identify other local sources of revenue and methods of mobilization
Planning Process and Methodology requires:

- Priorities and choices need to recognize
  - resource scarcity
  - basic needs exceed resources
  - improved access to as many poor households as possible can achieve significantly improved livelihood

- The process of setting priorities requires political, social, physical and economic planning tools all interconnected in their application

The Existing Approach and Emerging lessons I

- Rural transport policy & strategy formulation - an important political step to address: at least,
  - an overall objective (e.g., poverty alleviation)
  - basic access needs
  - mechanism and rationale for the allocation between different levels of networks, regions, sectors, etc.
  - principles of managing & financing of RTI, etc.

- Household transport behavior - e.g., Village Level Transport Surveys
The Existing Approach and Emerging lessons II: Participation

- The process requires involvement of all stakeholders to create ownership and contribute to sustainability
- Participation is required
  - at the national level when defining the RT policy & strategy, and
  - on local level when defining a particular interventions
  - assuring accountability and addressing local priorities and contributions

Physical Planning for RTI

- RTI planning to be an integral part of a LG transport master plan, viz.
  - part of an overall local government development plan (Maps an essential first requirement).
  - elaborated within the RT policy framework with full local participation
  - must contain the "as is" plan and prioritized, needs-based and phased improvements
Possible Criteria: provision of "one reliable motorable access to the higher level network per village"
The traditional Economic Analysis Tools

- Cost Benefit Analysis (CBA)
- Cost Effectiveness Analysis (CE)
- Requirement
  - Approach must be understood, acceptable and "adaptable" by the local planners or the community

The Limitations of Economic Analysis Tools

- The CBA approach "breaks-down" on low-volume roads with < 50 vpd
  - road user benefits (consumer approach) become difficult to measure
  - impacts on production (producer approach) are even more difficult to assess, specially in the case of marginal improvements
  - impact of climate on roads can be greater than impact of vehicles
  - HDM-4 was adapted to low volume roads, but better applied to roads with > 50 vpd
Adapting the Economic Analysis Tools

- Cost Effectiveness is the appropriate tool in most situations, but it requires:
  - a clear objective (essentially poverty alleviation)
  - a participatory approach
  - a least-cost design approach
  - an analysis of alternatives (e.g., investments in improved rural transport services)
  - a good cost effectiveness index is "cost of upgrading to basic access standard per population served" (additionally, poverty indices can be included in the formula)

New Instruments and Analytical approaches

- Sustainable Livelihood Approach (DFID)
  - People centered; participation
- Poverty Reduction Strategy Paper (new World Bank)
- Community Action Programs
  - Decentralization, Empower communities
  - Matching grants direct to beneficiaries & LGs
  - Participation, local ownership
  - Accountability - Monitoring & Evaluation; Learn by doing.
Conclusions

- RTI is an essential element of rural development, accessibility.
- RTI Management and financing framework must be defined as a key element of Rural Transport policy and strategy - Local revenue sources explored.
- Participatory planning in a country begins with defining rural transport policy and strategy; RTI forms part of a local government plan.
- The setting of priorities requires the application of political, social, physical and economic planning tools.
- Economic analysis tools can be adapted for RTI.
- New Instruments and analytical tools for greater local participation, benefits.
A good M/E system helps ensure that a project

- Is being efficiently implemented
- Is reaching the intended target groups
- Is achieving its intended objectives

A good M/E system will

- Monitor the use of project inputs
- Monitor the effectiveness of the project implementation process
- Monitor the production of project outputs
- Assess project impacts on the target communities
- Assess the effectiveness of project outputs in producing the intended short-term and long-term impacts.
- Assess the extent to which these impacts can be attributed to the effects of the project.
An RTT M/E system should

- Extract lessons and best practices for the design of future projects
- Provide guidelines for the modification of project design
- Provide adequate data for the evaluation of program impact

The Basic Monitoring and Evaluation Model
Figure 1: Monitoring and Evaluation Model of the Project Implementation Process

- Economic and Political context within which the project is implemented
- Institutional context within which the project is implemented

Stages of the project cycle covered by the M/E system

- Project planning and inputs
- Implementation process
- Output
- Short and long term impacts
- Project sustainability
Project implementation and impacts are also affected by

- The organizational and institutional context
- The economic and political context
- The social and economic characteristics of the communities
Key questions for designing a M/E system

• What indicators should be used to measure and monitor each stage of the project?
• How should the information be collected?
• How to measure quality and effectiveness?
• How and when to communicate findings to managers and stakeholders?

Key questions continued....

• How do we assess the benefits and impacts produced by the project?
• How to assess whether pilot projects have been successful.
Developing and using indicators

*Good indicators should*

- Cover all stages of the project cycle
- Provide essential information needed to monitor progress, identify problems and assess results
- Provide information which can easily be used by managers and policy makers
- Be objective and easily measurable
- Include the minimum number possible

Examples of indicators for a feeder road project

- **Planning and inputs**
  - Stakeholder groups consulted
  - Funds approved and available

- **Implementation process**
  - Equipment available
  - All community included in planning and implementation

- **Outputs**
  - Targets set for women representatives
  - Local organizations established at district level
  - Km. Roads constructed/ upgraded
Feeder road indicators page 2

- **Impacts**
  - Increased household income
  - Higher proportion of girls attending school
  - Increased agricultural production
  - Wider range of goods available in villages

Feeder road indicators page 3

- **Sustainability**
  - Cash payments for road maintenance
  - Community labor for road maintenance
  - Condition of roads 1, 2 and 5 years after construction
M/E systems must identify all stakeholders and ensure their information needs are covered.

- All community groups affected by the project
- Local government agencies
- National government agencies
- NGOs
- International development agencies

Individual M/E studies can be conducted

each using the methods best suited to the particular issue being studied
But to assess the overall progress of a program involving many different activities ....

An evaluation system is required

Logical framework analysis
[LOGFRAME]
Is one of the best methods for setting up a monitoring and evaluation system
LOGFRAME

helps define the basic assumptions on which the project design and implemention systems are based.

LOGFRAME

monitors the following logical sequence of activities......
If certain inputs are used effectively then certain outputs will be produced if the outputs are produced then certain impacts will be achieved

Example

Using LOGFRAME to monitor and evaluate the impacts of a feeder road on women

If feeder roads are upgraded then women will take more agricultural produce to market then household income will increase and women's economic status will improve
Main kinds of M/E studies

See Handout Annex I for details

<table>
<thead>
<tr>
<th>Question</th>
<th>Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are RTTP activities being implemented on schedule?</td>
<td>Monitoring study</td>
</tr>
<tr>
<td>Are women fully involved in all stages?</td>
<td>Gender responsiveness</td>
</tr>
<tr>
<td>Are the activities producing their intended benefits?</td>
<td>assessment study</td>
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<td></td>
<td>Impact evaluation</td>
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Main kinds of studies page 2

<table>
<thead>
<tr>
<th>Question</th>
<th>Study</th>
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<tr>
<td>Are the activities sustainable?</td>
<td>Sustainability assessment</td>
</tr>
<tr>
<td>Were the pilot interventions successful and could they be replicated?</td>
<td>Replicability assessment</td>
</tr>
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Framework for Delivery of Rural Transport
George Banjo, RTTP Regional Advisor, Harare

RTTP participation criteria
Closing Remarks

Maryvonne Plessis-Fraissard, Sector Manager, The World Bank

Ladies and gentlemen,

At the end of this 14th annual coordination meeting of the RTTP, I would like to share with you a number of observations on the status of the program emerging from our observations of the work done here, and to propose a number of improvement in our practices, and here with ours, I mean the country delegations, as well as the Bank, in response to comments and suggestions from various parties during these three days.

First, I would like to congratulate you on the richness of the debate on this complex subject of rural transport for which we RTTP today serves as a world class reference point. Yes, it is no exaggeration, nor a rhetorical formula coined for an emphatic closing remarks: Today, the renown of the process of transport strategy definition has earned Africa the World Bank’s Presidential Award for Excellence. And, we are receiving requests from Asia, Latin America and Eastern Europe to share with them examples of experience with RTTP, which is therefore beginning to project its experiences beyond the borders of Africa.

I would like to congratulate you on the geographical expansion of the program and its dynamism, which is manifesting itself through the rapid development of new ideas and the continuous enrichment of the debate. In this context, I draw your attention to the recent establishment of an additional position of regional adviser in the field stationed in Abidjan and intended to cover western Africa and focusing also on French-speaking countries in the entire continent. The effort of integration of ideas and experience across the Anglo-French language barrier is also worth noting.

The success of the RTTP brings with it a certain number of problems, which needs to be analyzed with candor to permit us to surmount them.

Because it has grown rapidly, the program today includes countries at very different stages of progress in program development. It is now necessary to identify clearly the different stages of the program in order to specify the different needs of participants in the early, medium and mature stages. There are countries, which are clearly in an initial period of analysis whereas others have lately completed the definition of their rural transport policies, and certain others are beginning to inquire about financing the third stage of implementation. While the stages of diagnostic analysis and of policy implementation need sustained attention in the form of institutional and analytical reform from RTTP, the third stage of RTTP needs financial support on a much larger scale than can be envisaged under the RTTP at present. Countries approaching the third stage may continue to participate in the RTTP as senior members. They will be called upon to contribute to RTTP in a different fashion sharing their experience and mentoring the new countries. The specific contribu-
tion of RTTP will be to serve as guarantor of the program presented to the international financing community, as well as being an intermediary promoting third party financing needed to implement the rural transport policy. This may occur within a sector project or within a multi-sectoral decentralisation program aimed at addressing related to poverty alleviation.

It should be noted that the process of graduating from one stage to another is in fact iterative. And, the update of fiscal, sectoral or decentralization policies may pose a challenge for the reformulation and revalidation of transport policy, thereby bringing back the country from phase 3 to phase 1 or 2 to address pertinent issues.

Since it is both flexible and open, the program will adopt a process of selection carrying the advantage of letting countries develop their analysis and policies within their own decision framework. This practice, however, may stretch the limited resources of RTTP without highlighting which participants are truly committed to reaching tangible results. We now need to define minimum conditions necessary for a country to continue to be considered an active member and to receive support from the RTTP.

Because the program has worked on a demand basis, it has provided support in a very flexible way. This, however, has not allowed us to single out in each case the specific RTTP-related activities among all donors activities nor has it permitted us to assess the unit cost of each stage of the RTTP.

Today, we propose that each country confirms the status of its country program within the framework laid out above: Phase 1: analysis; Phase 2: policy development; Phase 3: policy implementation. The transition criteria from one phase to the other are clear. Government commitment is required to enter the program, and also to advance beyond policy development; this will permit us to better serve the country by providing the specific support tailored to the stage of progress of RTTP. It will also permit us, and the participating country, to better monitor the progress of RTTP, including costs at each stage, and to facilitate financing of the programs coming on stream. Finally, this will also permit timely start of the process of assembling financing packages for the third stage, implementation.

Ladies and gentlemen, the proposals presented to you here change neither the letter nor the spirit of RTTP. They simply spell out a method to better plan the management, measure impact and promote a better quality of services to all participants.

These proposals reconfirm the strategic positioning of the RTTP among other tools for development and financing of the transport and rural development sectors.
Finally, these proposals seek to maximize access by the rural transport sector to intellectual, institutional and financial resources.

Later we will contact each participating country seeking its acceptance of these proposals and to invite it to identify the stage reached within the framework above. In this manner, we would seek to ensure that, at the next donor meeting, probably in April of next year, we will be able to discuss and confirm these arrangements with our donor partners for a possible renewed and vigorous financing of the RTTP.

Thank you for your attention I wish you a safe return to your respective countries and the best of success in the pursuit of your RTTP programs.
Mesdames et messieurs les délégués,

A l'issue de cette 14ème réunion annuelle de coordination du PTMR, je voudrais partager avec vous un certain nombre de commentaires sur l'état du programme qui émergent de notre observation de vos travaux, et proposer un certain nombres d'amélioration à nos pratiques, je veux dire les notres dans les délégations aussi bien qu'à la Banque, en réponse aux commentaires et suggestions recueillis des uns et des autres pendant ces trois jours.

Tout d'abord, il convient de vous féliciter de la richesse des débats sur le sujet complexe du transport rural pour lequel le PTMR sert aujourd'hui de référence au niveau mondial. Oui, ce n'est pas une exagération ni une formule rhétorique propre à un discours de clôture emphatique: Aujourd'hui, la renommée du processus de définition de stratégie du secteur des Transports a valu à l'Afrique le prix du président de la Banque Mondiale, et nous recevons des requêtes d'Asie, d'Amérique Latine et d'Europe de l'Est pour partager l'expérience exemplaire du PTMR dont la renommée dépasse les limites de l'Afrique.

Il convient aussi de vous féliciter de l'expansion géographique du programme et de sa vigueur qui se matérialise par l'évolution rapide des idées et l'enrichissement continu des débats. Consciente de cette expansion, la Banque vient de créer le bureau d'Abidjan pour un meilleur suivi sur le terrain des activités de la sous-région.

L'effort d'intégration des idées et des expériences à travers la barrière linguistique franco-anglaise est aussi tout à fait notable.

Le succès du PTMR amène avec lui un certain nombre de difficultés qu'il est nécessaire d'analyser avec candeur pour pouvoir les surmonter:

Parce qu'il a cru rapidement, le programme voit aujourd'hui ses délégations participer avec des états d'avancement des travaux très divers. Il est nécessaire de stratifier les étapes du programme afin de clarifier les besoins spécifiques divergents des participants débutants et des équipes doyennes. Il y a en effet des délégations qui sont clairement dans une période initiale d'analyse et de diagnostique, tandis que d'autres ont largement entamer la définition de leur politique de transport rural, et que certaines, enfin, commencent à se poser la question des financements de la troisième étape, celle de la mise en application de politique. Tandis que les étapes d'analyse et de diagnostique, et de formulation de la politique requièrent une attention soutenue sous forme d'appui institutionnel et technique spécifique au PTMR, la troisième étape de mise en application requiert
un soutien financier d'une échelle bien supérieure à celle qui est envisageable dans le PTMR. Les délégations qui arriveront à la troisième étape, continueront de participer au PTMR en tant que membre senior. Elles seront appelées à contribuer au PTMR d'une façon différente, en particulier en partageant leur expérience, en parrainant les membres débutants, et en servant de promoteur du PTMR. La contribution spécifique du PTMR sera pour elles d'être le garant de leur programme auprès de la communauté internationale des bailleurs, et l'intermédiaire qui assure les financements tierces nécessaires à la mise en exécution de la politique du transport rural, dans un cadre approprié, soit projet sectoriel ou programme de décentralisation multisectoriel. Il faut remarquer que ce processus de passage d'étape en étape est un processus itératif, et que la remise à jour des politiques fiscales, sectorielles ou de décentralisation peut remettre en cause la politique de transport rural et l'amener à être reformulée et revalidée, ramenant ainsi le pays de l'étape trois à l'étape un ou deux.

Parce qu'il se veut flexible et inclusif, le programme prévoit un processus d'auto sélection souple qui a l'avantage de laisser les pays développer leurs diagnostiques et leurs politiques selon leur propre dynamique décisionnelle. Cette pratique cependant revient à disperser les ressources limitées du PTMR sans vraiment valoriser l'effort des participants les plus assidus ni stigmatiser le manque d'engagement de certains gouvernements envers leurs équipes de coordination du PTMR. Il est nécessaire aujourd'hui de définir les conditions minimales nécessaires pour continuer à être considéré comme membre actif et continuer à recevoir l'appui du PTMR.

Parce qu'il se veut dimensionné à la demande, le programme a distribué son appui de façon souple. Cette flexibilité a permis une approche opportuniste qui complète au mieux les autres options de financement. Elle ne facilite pas cependant la mesure de la contribution spécifique du PTMR parmi les autres activités des bailleurs, ni la quantification les coûts unitaires de chacune des étapes du PTMR.

Nous proposons aujourd'hui que le statut de chaque délégation soit confirmé par rapport au trois étapes définies plus haut: étape 1: analyse et diagnostique; étape 2: élaboration de politique, et définition du programme d'exécution; et: étape 3: mise en application de la politique. Les critères de transition d'une étape à l'autre sont claires: pour entrer dans le programme, il convient de confirmer l'engagement du gouvernement. Pour passer à l'étape d'élaboration de politique, il convient d'en avoir valider la processus. Enfin, pour entrer dans l'étape de mise en exécution, il convient d'avoir valider la politique de transport rural et d'en avoir assurer le financement global.
Cette description des statuts en étapes nous permettra de mieux servir les pays par un appui qui répond de façon spécifique à l'état d'avancement de leurs travaux.

Cette description nous permettra de rendre compte aux bailleurs de façon mieux chiffrée des progrès du PTMR, et de mesurer les coûts unitaires de chacune des étapes afin d'assurer le financement du programme pour les candidats à venir.

Cette description nous permettra, enfin, de déclencher à temps le processus de recherche de financement pour la troisième étape, celle de la mise en application des politiques.

Mesdames et messieurs, les propositions que nous faisons aujourd'hui ne changent ni l'esprit ni la lettre du PTMR. Elles formalisent simplement un cadre méthodologique permettant de mieux avaliser sa gestion, de mesurer son impact de façon plus transparente et rigoureuse, et d'assurer le meilleur service de tous les membres participants.

Les propositions que nous faisons aujourd'hui reconfirment la vocation de développement des connaissances et de développement de politique sectorielle du PTMR. Elles reconfirment le positionnement stratégiquement du PTMR parmi les autres outils de développement et de financement des secteurs des transports et du développement rural.

Enfin, les propositions que nous faisons aujourd'hui cherchent à optimiser et à maximiser l'accès du Transport Rural en Afrique aux ressources intellectuelles, institutionnelles et financières en assurant la promotion et la pérennité du programme PTMR.

Une lettre sera adressée à chacun des participants pour confirmer ces propositions, et pour inviter chacun à se placer dans le cadre spécifié ci dessus. Nous voudrions ainsi assurer que, d'ici à la réunion des bailleurs d'avril prochain, nous soyons en mesure d'évaluer le statut du programme dans ce cadre méthodologique rénové et de le soumettre à la considération des bailleurs pour lui insuffler une nouvelle vigueur.

Je vous remercie de votre attention et vous souhaite un bon retour dans vos pays respectifs et le meilleur succès dans l'exécution de vos programmes PTMR.
14th Coordinating Committee Meeting

Closing Remarks

Thami Manyathi, Chief Director, Department of Transport, Kwa-Zulu Natal,

Mr. Manyathi gave an inspired closing for the RTTP Coordinating Meeting on behalf of the host country by recalling Mr. Harvey's opening address: that it was appropriate for this meeting to take place in South Africa because the country has a renewed focus on rural development and because the Office of the President has just launched an initiative on Integrated Rural Development.

A number of take aways were identified by the speaker:

- countries are unique but also similar: they can learn from each others' experiences, share information
- development on the continent is difficult and the need of the different countries are substantial: after many years we're still dealing with the same challenges, South Africa is in a privileged position, globalization need to be taken on
- limited resources: better use thereof through better coordination and integration of programs by development agencies and donors, location of facilities
- gender: take it more seriously as women bear the brunt of transport burden, awareness has been raised but this is not enough, make a personal commitment as gender and rural transport are not glamorous issues, increase the number of women participants in the RTTP
- campaign against HIV/AIDS: devastating effect in rural areas and on rural development
- information technology: overcome limited resources, improve sharing of experience
- donor agencies: continue to have a critical role to play but guard against dependency, M&E is essential to make sure that lessons are drawn and applied

Mr. Manyathi closed by remarking that rural development is not for the faint-hearted. He wished that the meeting would have renewed focus and vigor and established much needed contact amongst people committed to rural transport.
ECA Statement at the Closing Session

E. Dhliwayo, ECA Representative

Honorable Minister
Madame Chairperson
Representatives of Donor agencies and NGOs
Distinguished delegates

On behalf of the Economic Commission of Africa, and on my behalf, I am privileged and honored to make a statement during the closing session of this important meeting.

Allow me at the outset to thank the Government and people of the Republic of South Africa for the warm welcome and hospitality extended to the participants since our arrival to this beautiful country and its vast endowments.

During the opening session, the World Bank, Sector Manager, Representative of the country coordinators, Representative of the host country and the Chief Executive of the Independent Development Trust of South Africa, set a stage for this gathering through the deliverance of very inspiring keynote statements.

The statements indeed identified some key issues, which were further developed in the various presentations, supported by country presentations, and debated upon in working groups and plenary sessions. I shall not attempt to elaborate on the exhaustive and focused discussions that took place, but say, that since the inception of RTTP in 1989 with a vision to undertake research and develop the findings into implementable programs, an overall assessment of the program shows the realization of what was envisaged.

RTTP has commenced bearing the fruit, which has been long awaited. This is a program that ECA values highly and as we develop a joint Gender/RTTP program, we expect its impact to be very far reaching and we are ready to extend our cooperation programs in this very important area which contributes to rural development.

It is my sincere wish that the problems and possible solutions, issues and the strategies developed will go a long way towards the development of rural transport for all, contribution to poverty alleviation, the increased attraction for investment in rural areas, and the resulting positive contribution by rural folk to the overall national economies as we move into practical programs for the realization of the Abuja Treaty.

In conclusion, Madame Chairperson, let me thank the participants for their zealous participation at every level in this meeting and also congratulate the organizers of this Meeting, including the very hardworking support staff for a job well executed.
Discussion Groups

Progress of RTTP

The discussion of this session centered on progress by RTTP countries and cooperation with various agencies and initiatives. Countries advance at different speeds in the formulation and implementation of the rural transport agenda. Gains can be quickly reversed when there is a change of government or policy priority. Participants agreed that it would be useful to define certain characteristics and eligibility criteria for the admission into the program and the advancement therein.

The key ministry for rural transport policy will depend on the country. While in certain cases the Ministry of Public Works might be the champion, it might be the Prime Minister’s Office in other countries. It is, however, critical that the program recognizes the pivotal role of local governments. The Northern Province of South Africa has realized the need to decentralize decision making to the local level but also faces limited capital and institutional capacity at that level.

Cooperation with organizations, such as the ILO and the International Forum, has become much closer of the last few years. Quarterly meetings on rural transport in Harare illustrate that information sharing is very important and that such collaboration at a donor hub can be useful in coordinating activities in neighboring countries.
Framework for Delivery of Rural Transport

There was a great deal of interest in the new Gender and Rural Transport Initiative, which was introduced as a catalyst for country level action that focuses specifically on RTTP countries. Given the multitude of donor financed pilot activities on gender issues, national RTTP offices would play an important coordinating role. Information on the initiative would be made available through a web-site and, while internet access remains limited in the target countries, it is hoped that at least one agency would have access and distribute information to others in the country.

Ninety percent of the transport burden in Africa is carried by women and it is high time to recognize that the Bank and other donor agencies so far haven’t been able to address this issue efficiently. This initiative presents a modes attempt to provide seed money to change the situation but it clearly needs to work through knowledge management and thematic groups in order to link up with practitioners/task team leaders and thus have an impact on the ground.

Self-help initiatives can only succeed if there is evident isolation and lack of other support mechanisms. The issue of unpaid labor raised much debate and the importance of clearly identifying the beneficiaries of road improvements was underlined. Differing practices by donor agencies tend to blur the picture. Unpaid labor should only be used if there is no access to funding and if support is limited to some technical assistance.
Rural Transport and Regional Integration

Development models proposed by governments or regional or multilateral institutions often created a certain amount of skepticism. The example of Zimbabwe was cited, which in 1981 had made the political decision to create growth points as a means to redress regional imbalances. Unfortunately, the growth points were chosen by political not economic consideration and, therefore, failed.

Recent developments in information technology and imaging can assist in regional integration and in creating economies of scale. The use of spatial planning and GIS can help government and communities make informed choices about infrastructure investments - for example, access roads or magnet schools. This becomes more and more critical as many rural areas produce labor rather than products, and investment in education is the key to upgrading the social capital of these regions.

Market failure make the intervention of government necessary to correct regional imbalances. The problem is, however, that existing regional institutions cannot initiate and carry through projects such as the Maputo Development Corridor. At a more local level, local governments don't yet have the capacity to reach out and create inter-district linkage and growth areas.
Group Work Sessions

When intervening at the subsistence level it would appear more reasonable to target men and women equally. In fact, one should strive for an equilibrium. However, this has rarely been achieved. There was no consensus on the role of IMT. While the presenter considered IMT a time-limited solution because he did not consider it a modern mode of transport, others proposed that IMT was about providing options with regards to technical, economic and social needs.
CAMAROUN

Grâce Esther ESSOMBE, Coordonnateur national
Hippolyte ETENDE NKODO, Assistant technique

Grandes évolutions

Le programme de travail présenté au cours de la 13e réunion annuelle a été révisé en fonction de l'évolution du contexte et de l'avancement des projets porteurs de la politique de transport rural en cours d'exécution au Cameroun. Le nouveau plan d'actions a été élaboré pour permettre l'avancement de la composante « routes rurales » du projet sectoriel des transports et l'évolution vers l'élaboration d'une stratégie de transport rural.

Sur le plan des infrastructures, la mise en œuvre de la nouvelle stratégie d'entretien des routes, basée sur le partage des responsabilités, la décentralisation et la participation communautaire, s'est poursuivie par le démarrage d'un projet pilote comprenant les étapes suivantes:
- Sensibilisation et information des communautés sur les opportunités de financement offertes par le projet pilote,
- Planification participative et prise de décision au niveau local,
- Travaux de réhabilitation des routes sur lesquelles un engagement des populations a été obtenu,
- Exécution de l'entretien courant par les communautés et les communes rurales.

Les actions retenues à cet effet portaient sur:
- l'organisation d'un atelier d'internalisation à l'intention de l'Administration,
- une mission d'appui pour la mise en place d'un mécanisme de suivi-évaluation de la mise en œuvre de la SERR,
- une mission de consultant juriste pour l'appui à la préparation du cadre réglementaire d'application de la SERR,
- un voyage d'étude au Ghana et,
- l'installation d'un système d'information géographique sur les routes rurales.

Sur le plan des services de transport, la situation a peu évolué ; l'absence d'une politique pour le transport rural n'a pas été comblée, notamment l'étude envisagée sur financement de la BAD et relative au transport rural n'a pas pu démarrer. Aussi les actions suivantes avaient été retenues:
- une étude sur le transport fluvial et lacustre,
- un atelier de restitution de cette étude et,
- un appui de consultant sur le transport fluvial.

L'année 1999 a été marquée sur le plan institutionnel par la mise en place d'un comité de pilotage et d'une Cellule technique pour le PTMR et le démarrage de ses activités. Au sein du Ministère
des Travaux Publics, il a été créé une structure spéciale en charge des routes rurales. En outre, un cadre législatif et réglementaire est en train d’être mis au point pour permettre aux communautés d’assumer leurs responsabilités en matière d’entretien des routes.

Activités de l’année 1999

Mise en place d’un programme PTMR- Cameroun

Création d’une Cellule Technique du PTMR. Les Ministres des Transports et des Travaux Publics ont pris une décision commune créant la Cellule de Technique du PTMR et en ont désigné le responsable.

Le Comité de pilotage formé des représentants de l’Administration, des bailleurs de fonds et des opérateurs privés, a tenu sa première réunion.

Stratégie du transport rural

Étude sur le transport par voie d’eau. L’objectif de l’étude sur le transport par voie d’eau était de proposer sur la base de la caractérisation du problème du transport fluvial et lacustre, une stratégie visant l’amélioration des conditions du transport utilisant les voies d’eau. L’étude a été réalisée par un consultant qui a remis son rapport provisoire.

Un séminaire de restitution de l’étude ci-dessus a permis aux principaux concernés d’enrichir le diagnostic posé par le consultant, en proposant des axes d’actions pour les étapes devant mener à la définition d’une stratégie pour le développement de ce mode de transport.

Enfin, des experts de la CEA, de la Banque Mondiale et de l’IFRTD ont fourni un appui pour la rédaction finale du rapport diagnostique et des recommandations du séminaire.

Échanges d’expériences et travail en réseau. La Cellule Technique a eu à participer à la réunion des experts sur le développement des moyens intermédiaires de transport en Afrique subsaharienne, tenue à Nairobi au mois de Juin 1999. Cette réunion a aidé à une meilleure compréhension des étapes devant conduire à la définition d’une stratégie globale et la préparation d’un plan d’actions national.

Entretien des routes rurales

Le PTMR a financé quatre actions visant à appuyer la mise en œuvre de la stratégie d’entretien des routes rurales.

Atelier d’internationalisation de la stratégie. Cet atelier s’inscrit dans le cadre du renforcement de la Stratégie d’entretien des routes rurales et de la recherche des moyens de sa pérennisation. Le processus qui a conduit à la définition de cette stratégie a connu la participation des différents partenaires impliqués, mais n’avait pas permis à l’Administration de s’interroger sur son propre rôle et définir les moyens de sa participation. L’objectif de l’atelier était d’engager un processus de
responsabilisation des administrations à travers une clarification des rôles. Il a abouti à :

- un consensus sur les principes de la coordination entre les différentes administrations,
- la précision du rôle financier de l’État ;
- l’ébauche d’un plan d’actions engageant les administrations.

 Mécanisme de suivi-évaluation de la Stratégie: Le projet pilote appuyant la mise en œuvre de la stratégie d’entretien des routes rurales vise la réhabilitation de près de 800 km et leur transfert aux communes et communautés bénéficiaires en suivant un processus de décision participatif impliquant toutes les parties prenantes. À cet effet une campagne de sensibilisation des populations et des autorités locales sur ce processus est en cours, menée par trois ONG, et doit aboutir à l’identification du programme de travaux.

Afin de pouvoir garantir les pleins effets à cette campagne de sensibilisation et évaluer ultérieurement son impact ainsi que la mise en œuvre de la Stratégie, un suivi évaluation a été initié, et une mission de mise en place du mécanisme approprié a été effectué au cours de cette année sur financement du PTMR. Le mécanisme couvre le suivi de:

- l’adoption de la stratégie et la participation communautaire,
- l’exécution des travaux de réhabilitation et d’entretien,
- les facteurs institutionnels assurant le succès.

Mise en place d’un cadre réglementaire pour l’application de la Stratégie: Un consultant a été recruté pour appuyer la Direction des Routes à la préparation du cadre législatif et réglementaire permettant aux communautés de prendre en charge l’entretien des routes après leur réhabilitation. La mission devait conduire à des propositions relatives à l’organisation du dispositif juridique applicable aux routes rurales ainsi qu’à celles des projets de lois et décrets y afférents.

Échanges d’expériences: Dans le cadre de la promotion des échanges d’expériences sur la définition d’un concept HIMO et la gestion du réseau routier, un voyage d’études a été effectué à la Department of Feeder Roads (DFR) Ghana. Le voyage a porté sur les trois centres d’intérêt suivants :

- Organisation pour l’entretien des routes rurales,
- Système de gestion des routes,
- Participation communautaire et création d’emplois ruraux par les travaux HIMO

Problèmes persistants
Les problèmes persistants qui n’ont pas trouvé de solution au niveau du Cameroun sont les suivants:

- Financement
  - Augmentation des ressources
  - Mise en place des mécanismes pérennes de financement
• Intégration des plans d’actions du PTMR dans les programmes sectoriels financés par les bailleurs de fonds, de manière à faciliter l’inflexion des politiques.

Programme de travail 2000

Poursuite des réflexions sur le transport rural et les routes rurales
• Finalisation de la stratégie du transport fluvial par les études complémentaires
• Dissémination de la stratégie des routes rurales par des séminaires régionaux
• Étude diagnostic sur le transport rural
• Préparation du document global de stratégie du transport rural
• Ateliers nationaux et régionaux sur le transport rural

Renforcement des politiques
• Réduction de la pauvreté
  -Intégration et prise en compte de la stratégie nationale de lutte contre la pauvreté,
  -Appui de consultant pour la définition d’un concept HIMO.
• Genre:
  -Etude des problèmes spécifiques des femmes et des groupes défavorisés,
  -Organisation d’un séminaire de sensibilisation sur les problèmes d’équité hommes/femmes,
  -Elaboration d’un plan d’intégration des femmes dans les projets de transport rural.

Augmentation des capacités de gestion et de planification
• Mise en place d’un système d’information géographique
  -Appui de consultant pour la mise en œuvre,
  -Équipement informatique
  -Formation.
• Ateliers sur la définition des standards des routes rurales et des petits ouvrages d’art ruraux

Capitalisation de l’expérience pilote
• Production et publication des documents de référence sur la stratégie des routes rurales
  -Procédures, méthodes et outils
• Séminaires de formation des structures nationales et locales, des communes sur les méthodes et outils.
ANNEXES

Budget
A la fin du mois de Novembre, les engagements s’élevaient à $137.632, soit près cinq mois d’activités.
L’exécution de ce budget a cependant connu des difficultés liées aux procédures de décaissement, mais d’une manière générale, son taux d’exécution, 86,02%, est relativement élevé au regard de la date de sa mise en œuvre.
Le projet de budget 2000 est bâti en continuité des actions de l’année précédente.
Les tableaux ci-après montrent le détail des différentes rubriques de ces budgets.

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**Total : 213 500**
ETIOPÍA
by Mulugeta Demissie, RTTP Country Coordinator

The agricultural development-led industrialization (ADLI) policy of the country postulates using agriculture as a springboard for other sectors. The strategy proposes broadening agricultural production efforts through introducing improved technology and increased land utilization. The successful implementation of the strategy depends, to a large extent, on developing effective transport systems to access the areas of agriculture potential, socio-economic facilities, and services centers.

However, the existing limited road network and conventional motorized vehicle fleet of the country are not sufficient to provide adequate transport services. Ethiopia has one of the lowest road densities in Africa (0.025 km per sq. km or about 0.43 km per 1,000 population) which is far below the African average. Vehicle ownership, on average is about one vehicle for every 610 persons in urban areas and is as low as one vehicle for 4000 persons in rural areas.

Due to the low coverage of road infrastructure, the poor state of the road network and a small national vehicle fleet, large parts of the country are beyond the reach of modern transport. Motorized transport accounts for only about 20 percent of total travel and transport demands of the country; the balance depends on traditional methods e.g. head-loading, backpacking and pack or draft animals. Clear links have been demonstrated between poverty, food insecurity and the existing transport system. Especially during peak labor periods, transport by walking constrains agricultural production and marketing. Without any improvement of the transport system, rural income cannot increase. Restricted access to markets, agricultural extension services and places of employment has immediate negative impacts on rural income. Bad access to education, health service and information hampers social progress, entails low labor productivity, restricts production opportunities and thus constrains the long-term development process.

As part of the effort of overcoming this problem, the GOE has launched a ten-year Road Sector Development Program (RSDP). However, even the full implementation of the RSDP will only reduce the proportion of farm land which is more than six hours walk to any type of all weather road from 65 percent at present to 25 percent by the year 2007.

While the stabilization and expansion of the main Federal road network is relatively well covered by interventions now in hand, or in the pipeline, it was deemed necessary, as a component of the RSDP, to develop Rural Travel and Transport Strategy (RTTS) as a framework for a Rural Travel and Transport Program (RTTP) which would specifically address the deficiencies in rural transport services to reduce the hindrance they impose on rural development.

Cognisant of these needs, the rural roads and transport strategy was formulated in 1998/99. As part of this strategy a rural travel and transport program (RTTP) has been prepared to tackle the rural travel and transport problems.
Bases for RTTP Program Formulation

The process of formulating the country’s rural travel and transport program is not on its final stage. It is still on draft stage. The complex feature of the rural travel and transport issues is posing problem in defining the scopes of the program. This, is mainly because of the fact that the solution to rural travel and transport is divers. The transport solution is not only building more roads and provision of transport means, it is beyond that, as the recent village level travel and transport studies and the findings of the October 26-28, 1998 workshop indicate. The solution could be raising income level of the rural household, because, low-income levels may hinders rural household from the use of even the existing transport facilities and services. On some cases appropriate transport solution, instead of building roads and provision of transport means could be proper siting or expansion of domestic, social and economic facilities in order to reduce the trip distance, time and effort.

Further more, the Recent studies also show that the investment on bigger roads alone will not lead to alleviation of household travel and transport demands rather what is required is the opening up of village access roads, existence of affordable transport means, establishment of socio-economic and domestic facilities closer to the communities and raising of income levels of the rural households. The flow of services to the rural areas is the most critical need of the rural household and it needs a well-planned and co-ordinated effort. The flow of services as well as the task of developing more roads and provision of adequate transport services requires a strong coordination of the efforts and resources under the Government Development Sector Organizations, NGO’s, Communities and Individual/ Investors that have been and are continuing contributing to improvement of rural travel and transport services.

These divers natures of the rural travel and transport problem’s solution and the different leading institutions involvement on the provision of the transport solution are making the program formulation of RTTP complex. These facts indicate that caution has to be made to avoid duplication of efforts and resource in finalization of the formulation of the RTTP programs and the establishment of the community based RTTP structure to carry on the activities that are beyond the sectoral institution programs.

Considering these divers natures of the possible transport solutions and influences of the ongoin development efforts under the different sectoral organizations and others, the RTTP’s country program was formulated base on an integrated sectoral approach to tackle rural travel and transport problems that are beyond the remit of the various individual sectoral development programs with active evolvement of communities, NGO’s and Individual investors. The beneficiaries (communities) are the owner of the development program and will be the decision-makers in terms of intervention prioritization and implementation strategy.
In addition to the above the following facts and factors were considered as a base in formulating the country program of the RTTP.

**Causes for Travel and Transport Needs of the Rural Household**

The recent studies and finding (Ethiopian Village Level Transport and Travel Study (VLTTS) and others) indicate that the level and type of rural travel and transport problem defers from place to place, in all case with women being responsible for approximately 70 percent of transport activities. The VLTTS has primarily provided a basic framework to develop an understanding of the time and effort spent on transport in the context of overall household labor allocation. The survey results, which were complemented by two case studies (infrastructure and rural transport services) shed light on the causes for travel and transport needs, and the magnitude of the time and effort devoted by rural households to meet domestic and subsistence needs. The main causes of the rural transport needs originate from the need to:

- Travel for domestic purposes such as water and firewood collection and grinding mills, etc.
- Travel to services and facilities centers such as schools, health, work areas, etc.
- Travel to local and main markets for shopping, selling agricultural produce, trade, etc.
- Travel to towns or beyond for social visits and looking for better facilities and services, etc.

Further to these, the findings of these studies indicate that transport burden decreases with:

- Increase in level of income of the rural household;
- Increase in coverage of transport systems and transport facilities;
- Better condition of means of transport and road infrastructure; and
- Reduction in the distances that have to be traveled to reach domestic and socio-economic facilities.

These findings together with other factors were used as a base for formulating the countries RTTP programs.

**Factors contributing to the existing Rural Travel and Transport Problems**

The result of problem objective analyses made at the October 26 to 28, 1998 indicate that the main factors that have contributed to the existing low level rural travel and transport services of the country include the low: coverage of the road infrastructures, existing fleets of transport vehicles, attention given to promote the use of IMTs, coverage of domestic, social and economic facilities,
level of income of rural households, and the scattered pattern of settlement of the rural household, degradations of environment, and lack of awareness on the issue of rural travel and transport.

Related to these factors there are also fundamental issues such as institutional shortcomings, organizational arrangements and definition of responsibilities, inadequacies in methodologies for planning and programming, deficiencies in integrated planning for the siting of domestic, social and economic facilities, non-promotion and expansion of income generating schemes and creation of employment opportunities outside the agriculture sector, neglect in maintenance, constraints in design standards for low level rural roads, weak technological base as well as in-adequate financing mechanism and non-existence of responsible institute for developing and maintaining unclassified roads. The discussion of these core problems on October 26 to 28, 1998 Workshop has led to the description of the cause-effect relationships, together with the recommended measures to be introduced to attain the ideal situation. These findings, recommendation factors together with others were used as the basic inputs for formulating the RTTP country program.

Potential Transport Solutions

The type of transport solutions depends on the types of rural travel and transport problem, investment required and level of service required to be provided. The potential solutions may be attained through one or combinations of transport solutions. This includes the non-transport interventions.

Cognizant of these different type of the rural travel and transport problem’s solutions the following main potential interventions were considered in formulating the countries RTTP:

- Increasing income level of the rural household through increasing use of agricultural inputs (fertilizers) and better seeds
- Increasing irrigation forming
- Increasing and improving means of production
- Creating better markets facilities; and
- Creating employment and income opportunities outside agriculture sectors.
- Expansion and appropriate siting of domestic, social and economic facilities.
- Improving and expansion of transport services and infrastructure through using a cost effective, need based (flexible) and appropriate road design standards through the coordinated support and participation of stakeholders.
- Provision of affordable and sustainable transport means.
The Key Program Elements of RTTP

Based on the above mentioned facts and factors including the underlying assumptions of the basic principle of broad-based participation and partnership to be made at all level the rural travel and transport service development program has been designed. The level of participation and commitment to be made among Federal Government, Regional Governments, Rural Communities, the Donor Community and NGO's as well as the Private Sector in mobilizing financial support and participation in all aspects of the implementation of the RTTP activities influences the level of achievement of the target. The program focus on the development of the following key areas with the key implementers being Communities, NGO's and individuals/investors:

- Construction and development of an additional 96,000 km of low level rural roads by the end of 2010 (in addition to the 43,000 km of Federal highway and high level rural roads that are expected to exist by end of 2007);
- Introduction and expansion of appropriate types of transport services;
- Reduction of transport distances cost, effort and time by appropriate siting of domestic, social and economic facilities (facility siting);
- Development of income generating schemes for rural households; and
- Facilitating sustainable growth in agriculture and industry.

The RTTP country program is designed to cover ten years program (the period from 2001 up to the end of 2010). It has two phases, the preparatory and the main program implementation phases.

Preparatory Phase of RTTP

The implementation of the main program is planned to start in the 2nd quarter of 2001 by which time it is anticipated that all preparatory activities will be completed. The main proposed preparatory activities are as follows:

- Pilot Wereda Studies/and implementing the pilot projects;
- Establishment of RTTP Structure;
- Preparation of Instruction Manuals;
- Manpower training;
- Resource mobilization for RTTP Phase 1 program implementation:
  - Hand tools & motorcycles purchase; and
  - Phase I physical program implementation of RTTP.
Progress to date

The key activities that have been performed during the period of 1999 in the process of preparing the strategy and program document, and in the processing of the implementation of the preparatory activities are the following:

- Rural roads and transport strategy document has been finalized incorporating the October 26 to 28, 1998 workshop findings as well as the comment made by the Ethiopian Roads Authority’s Board. The draft final of the rural roads and transport strategy document was presented to government for comment and approval.
- The rural roads and transport strategy program document has been completed and presented for government’s comment and approval.
- The study on three woredas of Bako, Tehuledere and Boset on Village Level Travel and Transport has been completed.
- Stakeholders were briefed on the goals and objectives of RTTP in June 1999.
- The draft implementation plan of the preparatory activities of RTITP has been prepared and presented for the stakeholders consultative meeting to get the stakeholders support for completion of the implementation of the preparatory activities on time and to start the implementation of the main program of RTTP. The stakeholders have shown interest in the program. Especially on the preparation of instruction manuals World Bank RTTP, Pilot Wereda Study EU and GTZ/ERA and on two regional workshops the Irish Aid has shown interest. The extent of these coverage and the level of commitment yet to be clarified from the subsequent discussion that is supposed to be made with them.
- Draft Term of reference for manual preparation and pilot Wereda study has been prepared and presented for comment.
- The Amharic version of the strategy and Program document is under preparation combining them as one document.
ETHIOPA

Why do Rural Households need Travel and Transport?

• To fulfil domestic needs;
• To gain access to domestic, social and economic facilities;
• To gain access to markets;
• To gain access to towns and beyond.

Transport Burden Decreases with:

• Increase in level of income;
• Increase in coverage of transport systems;
• Better condition of transport;
• Reduction in travel distance.
Factors Affecting Existing Transport Services

- Low coverage and poor condition of road infrastructure;
- Low volume of transport means;
- Low coverage of socio-economic facilities; and
- Low income level of the rural household.

Causes for Existing Low Level of Transport Services

- Low coverage and poor condition of road infrastructure;
- Low volume of transport vehicle fleets;
- Low coverage of domestics, social and economic facilities;
- Low level of income of the rural household;
Ongoing Effort to Improve Transport Services

RSDP has been developed:
- Development and expansion of federal highways
- Development and expansion of high-level rural roads
- Rural Travel and Transport Program

Core Element of the RTTP
- Improving and expanding high and low-level roads;
- Provision and expansion of affordable transport means and services sustainably
- Expansion and proper siting of domestic social and economic facilities; and
- Development of income raising schemes.
Status of RTTP

- Policy, strategy and program formulation has been completed and presented for government review and approval:
  - Inputs of Oct 26 to 28 Workshop and VLTTS have been considered
  - Community based structure has been adapted
- To strengthen financial base of RTTP it is intended a Community rural infrastructure fund to be established
- Case study as part of VLTT component on IMT has been conducted
- Implementation phase of program document has been started:
  - Undertaking Pilot Project;
  - Preparation of Instruction Manuals;
  - RTTP structure establishment;
  - Preparatory activities for Phase One program implementation of RTTP;
- Preparatory phase plan for RTTP has been presented for donors consultative meeting.
  - EU has shown interest for financing pilot project studies
  - GTZ/ERA has shown interest for financing implementation of one pilot Wereda programmes
  - World Bank (RTTP) has shown interest for financing instruction manual preparation
  - Irish Aid has shown interest for financing two regional workshops

Rural Household Travel Time

Source: I.T. Transport Ltd. For ERA
Village Level Travel & Transport Study 1999
Rural Household Transport Burden (Tonnes.Km)

Source: I.T. Transport Ltd. For ERA Village Level Travel & Transport Study 1999

Proportion of Rural Household Time for Domestic Needs

Source: I.T. Transport Ltd. For ERA Village Level Travel & Transport Study 1999
Gender Role in Household Transport

Potential Transport Interventions:

- Increase income levels;
- Appropriate siting of socio-economic facilities;
- Improve and expand transport services and infrastructure;
- Encourage use of appropriate transport.
Development Program

Road Sector Development Program (RSDP)

- Program under Ethiopian Road Authority
  - Ongoing
  - Federal Road Network
- Program under Rural Road Authorities
  - Ongoing
  - High-level rural roads
- Program under RTTP
  - Preparatory Phase
  - Implementation Phase

Road infrastructure
Facilities siting
Transport service
Income raising

Development Target
(including RTTP)

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Km.

Year

- 35% < half day walk
- Road + facilities 100% < half day walk
- Road + facilities 100% < 3 hours walk
Proposed RTTP Projects

- Facility Siting and Development
- Transport Services
- Roads, Paths and Bridges
- Income Raising Schemes

Preparatory Phase

- Implementation of pilot projects
- Establish organizations structure
- Undertake regional level workshops
- Prepare instruction manuals
- Training
- Implement Phase 1 (2001-2002)

Organisation Structure

Central Coordinating Board

Regional Steering Committee

Wereda Development Committee (WDC)

Secretary RRA

National Coordinating Secretary (ERA)

Program Coordinator Secretary

Village Development Associations

Private Road Owners
Support Required for Pilot Projects

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<td>- Group 2 (Afar, Somali, Oromia and SNNP) and Review of Ongoing Similar Level Activities in the Country</td>
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<td>- Development of 280km of low level rural road;</td>
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<td>- 48 IMTS purchase cost</td>
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<td>- Proper facility siting</td>
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<td>- Hand tools purchase</td>
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<td>- 8 motor cycles purchase;</td>
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<td>- 2 four wheel derive vehicles purchase</td>
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<td>- Vehicle running cost</td>
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Regional Level Workshops

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#### Summary of Preparatory & Phase I Program of RTTP

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<td><strong>TOTAL</strong></td>
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*Summary of RTTP requirements*
Contributors to Rural Travel and Transport Service Improvement

- Government
- Non-Government Organizations
- Private Investors

- Income Raising
- Transport Service
- Road Infrastructure
GHANA

Ghana is a medium-sized country with area approximately 239,000 sq. km. The population is estimated around 18 million. More than 70 percent of this population live in rural areas.

The country’s economic potential is great. Its agricultural possibilities are considerable and for quite a long period the world’s leading cocoa producer. Ghana also has a wide variety of mineral resources including manganese, bauxite, gold and diamond.

An effective rural travel and transport services is therefore crucial to Ghana’s agricultural development, its economic recovery and growth strategies, poverty reduction programs and the sustenance of food security.

Provision Of Feeder Roads Infrastructure

*Period Up To Year 1981*

The responsibility for the management of public feeder roads have over the years moved from one department or agency to the other. Feeder roads have at various periods been managed by the following:

- Public Works Department
- Local authority
- Department of Social Welfare and Community Development
- Ghana Highway Authority (GHA)
- Department of Rural Development

In 1982, the PNDC government put the management of public feeder roads under DFR of the then Ministry of Roads and highways.

Various reasons have been assigned for the movement of the management of feeder roads from one department or agency to the other, however, the underlying reason appears to be the search for a system that promotes popular grassroots participation in the planning, implementation, monitoring and maintenance of feeder roads.

*The Current Situation*

In 1982, the PNDC government put the management of public feeder roads under the Department of Feeder Roads (DFR) of the then Ministry of Roads and Highways and presently the Ministry of Roads and Transport (MRT).
From 1982, DFR initiated action to try to rationalize the delivery of feeder roads. It was from 1990 that DFR was able through the government of Ghana to attract donor support in the provision of feeder roads. This presumably may be due to the efforts by DFR with assistance of some local Consultants in evolving some system of selecting and prioritizing feeder roads for rehabilitation and maintenance.

**MINISTRY OF FOOD AND AGRICULTURE (MOFA)**

The MOFA has in recent times included a feeder road component for several agricultural projects which have been conceived and implemented. The DFR in the execution of the feeder road components acted as advisers in the design and supervision of the works.

**OTHERS**
- Ministry of Local Government
- Communities – through their own resources
- Timber firms – in the provision of access for logging operations farmers move to such areas and end up settling along such roads.

**PROBLEMS ASSOCIATED WITH CURRENT SITUATION**

Because various agencies are currently involved in the provision of feeder road infrastructure, it is essential that certain pertinent issues are well spelt out and resolved. The situation becomes more complex particularly with the coming into effect of PNDC Law 207 now superseded by Local Government Act 462 of 1993 (commonly referred to as Decentralization).

Some of the issues that needs to be resolved are as follows:

- Unclear Responsibilities/Lack of Legal Framework on Ownership.
  
  As until the creation of the MRH in 1981, there were as many as five (5) central sector ministries whose activities included the provision of rural roads (Cocobod, Social Welfare, MOA etc.).

- Breakdown of the Planning System.
  - Over-centralized decision making.
  - Uncoordinated planning.
  - Uneconomical allocation/utilization of financial resources.

- Uncertain maintenance funding.

- Inadequate local capacity.

- Inappropriate Technical Standards.

- No consideration given to other modes of rural travel.
Presently, while other agencies are involved in the provision of the feeder road infrastructure, only the Ministry of Roads and Transport provides fund for the maintenance of the feeder roads. Clearly, we shall be heading towards disaster if we do not come up with some policies or guidelines to regulate the provision of feeder roads to relate with the funding available to maintain them.

WHY GHANA JOINED THE RTTP
The aim of the program in Ghana is to help develop a new initiative in addressing the issues (stated earlier) of the feeder road sub-sector in a more coherent manner and contribute to poverty reduction and improved transport services in the rural areas.
Ghana applied and was accepted into the RTT Programme in February, 1999.

PROGRAMME & OTHER ACTIVITIES
To enable us solve some of the problems presently hindering efficient delivery of rural travel and transport services, it is necessary that all the stakeholders in the rural transport system come together to develop the policy framework for the sub-sector.

Policy Framework
The policy framework to be developed shall be a subset of the National transport Policy. This policy document is expected to spell out the following:
- Overall goal
- Objectives
- Strategies
- Institutional framework
- Rationale of the policy

The policy will also aim at promoting and ensuring that rural transport activities does not become the preview of the government alone, but also the private sector, non-governmental organizations, communities and donors.
Furthermore, in taking part in the provision of rural transport services, agencies/organizations shall take into consideration: investment policies, cost recovery principles, safety; and gender.
Some of the questions that we need to ask ourselves in trying to develop the policies are:

Who should be the owners of the rural road network?
As stated earlier, we have many actors taking part in the development and rehabilitation of rural roads: District Assemblies, Ministry of Food and Agriculture, Ministry of Roads and Transport, Mining Companies, Timber Companies and Communities.
How do we effectively plan and manage the many roads, paths and tracks serving the rural communities?

What is the managerial and technical know-how required to effectively manage the infrastructure?

It is important in considering the planning and management of rural travel and transport services to bear in mind the Decentralization policy, which requires the devolution of some functions of the departments to the District Assemblies.

Do we adopt technical standards & appropriate technology? which one(s)?

Most rural roads provide mainly two functions - moving people and goods. However, considering the sizes of some of the communities that they serve, coupled with the very low traffic volumes, it seems that some of the roads are being constructed to standards higher than necessary.

Who will provide steady and adequate funding for the provision or rural travel and transport services, especially their maintenance.

Even though most governments are not able to provide the required funding for road maintenance, it is necessary that their development is related to expected maintenance funds. Presently, even though quite a number of agencies are providing rural roads, the only reliable source of maintenance fund is that from the Road Fund of MRT.

NATIONAL RTTP DEVELOPMENT STRATEGIES

The Ministry of Roads and Transport together with the World Bank took the initiative to rationalize the delivery and management of rural travel and transport services with the launch of this workshop.

One of the prime objectives of this workshop is to sensitize policy makers and key stakeholders on the difficulties hindering efficient delivery of rural transport services and the need to develop a coherent national policy frame work.

Studies

To facilitate the discussions at the Workshop four (4) areas of study has been identified. These are:

- Institutional and financing arrangement for rural transport in Ghana
- Technical standards and labor based techniques
- The viability of the use of intermediate means of transport in Ghana
- Gender and transport services in Ghana
**Workshops**

**National Launch Workshop**

Prior to the day of the launching, there was the need to undertake wide publicity. See Annexes for details of Radio and Television programs organized.

**Regional RTTP Workshop**

Tentatively, four (4) Regional RTTP workshops have been planned. Two in the southern sector and two in the northern sector.

*Southern Sector:* Koforidua (Eastern and Volta Regions); Cape Coast (Greater Accra, Central and Western Regions)

*Northern Sector:* Kumasi (Ashanti and Brong Ahafo Regions); Tamale (Northern, Upper East and Upper West Regions)

The workshops will review the findings of the various studies and provide inputs into the national rural transport strategy document.

Those to attend are stakeholders in rural transport including farmers, women organizations, opinion leaders, community representatives and District Assembly nominees.

If the need arises, some District Workshops may be organized.

**National RTTP Workshop**

The key objective of the National Workshop would be to review and adopt the rural travel and transport strategy as discussed and accepted at the Regional RTTP Workshop.

The strategy paper that will be produced at the National RTTP Workshop will then be submitted though MKT to the Cabinet for consideration and approval.

**Concluding Remarks**

We hope that with the cooperation of all stakeholders we will be able to establish a sound policy and institutional framework on RTT and services that will promote sustainable construction and maintenance of RTT infrastructure through cost-effective utilization of available funds.
Ghana RTTP Report on Activities  
Nov’98 – Nov’99

<table>
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<tr>
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<th>ACTIVITY</th>
<th>REMARK</th>
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<tbody>
<tr>
<td>NOV’98</td>
<td>THE DIRECTOR PARTICIPATED IN THE 13TH CO-ORDINATING MEETING IN TANZANIA</td>
<td>PRESENTED A PAPER ON &quot;DECENTRALISATION: DEPT OF FEEDER ROADS EXPERIENCE&quot;</td>
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<tr>
<td>FEB’99</td>
<td>GHANA APPLIED AND WAS FORMALLY ACCEPTED TO JOIN THE RTTP.</td>
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<tr>
<td>MAY ‘99</td>
<td>GUINEA AND SENEGAL RTTP TEAM VISITED GHANA. GHANA JOINED GUINEA AND SENEGAL TEAM TO VISIT TOGO AND BENIN.</td>
<td>STUDY TOUR</td>
</tr>
<tr>
<td>MAY ‘99</td>
<td>FIRMED UP DECISION TO UNDERTAKE FOUR (4) STUDIES. FINALISED TERMS OF REFERENCE FOR THE STUDIES.</td>
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<td>MAY ‘99</td>
<td>LAUNCHED STUDY ON RURAL TRANSPORTSERVICE AND GENDER IN GHANA</td>
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<tr>
<td>DATE</td>
<td>ACTIVITY</td>
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<tr>
<td>JUNE '99</td>
<td>INTRODUCTION OF RTTP AND RMI TO OTHER TECHNICAL ORGANISATIONS OUTSIDE OF THE MINISTRY OF ROADS AND TRANSPORT</td>
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<td>SEPT' 99</td>
<td>RTTP TEAM FROM CAMEROUN VISITED GHANA.</td>
<td>STUDY TOUR</td>
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<td>OCT '99</td>
<td>GHANA'S RTTP - NATIONAL LAUNCH</td>
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<td>NOV '99</td>
<td>SHORTLISTED CONSULTANTS FOR THE THREE (3) REMAINING STUDIES INVITED AND RECEIVED PROPOSALS FROM THE CONSULTANTS</td>
<td>IN ATTENDANCE, ALL STAKE HOLDERS AND INTERESTED GROUPS, PRESS (RADIO, TV etc.) (a) INSTITUTIONAL AND FINANCING ARRANGEMENTS FOR RURAL TRANSPORT IN GHANA  (b) TECHNICAL STANDARDS FOR RURAL ROADS IN GHANA (c) THE VIABILITY OF THE USE OF INTERMEDIATE MEANS OF TRANSPORT IN GHANA</td>
</tr>
<tr>
<td>NOV '99</td>
<td>RECOMMENDATION FOR THE COMPOSITION OF THE STEERING COMMITTEE SUBMITTED TO MRT</td>
<td>COMPOSITION MADE UP OF A CROSS-SECTION OF STAKE HOLDERS, MINISTRIES AND AGENCIES INVOLVED IN THE DELIVERY OF RURAL TRANSPORT SERVICES</td>
</tr>
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GUINÉE
Présentation des Activités du PTMR

PRESENTATION SYNOPTIQUE DU PAYS
Superficie: 247 000 km²
On distingue 4 régions naturelles:
- Basse Guinée ou Guinée Maritime
- Moyenne Guinée
- Haute Guinée
- Guinée Forestière

Population: 7,2 millions
- Économie dominée par l'agriculture qui assure la subsistance de près de 75% de la population et produit environ 30% du PIB

Organisation Territoriale
- 8 Régions
- 33 Préfectures
- 303 CRD composés de districts et de villages

CONTEXTE DU PTMR
- Élaboration d'une stratégie d'assistance à la Guinée
  - Études Sectorielles
  - Études spécifiques tel le l'identification des profils de pauvreté
  - Consultations à la base pour l'établissement des priorités
- Mise en place d'une politique de décentralisation en 1985
  - Mise en œuvre du PACV : Installation de Comités Villageois d'Entretien de Pistes (CVEP)
  - RCISD: Renforcement des Capacités humaines et Institutionnelles à assurer les Services publics par le transfert des responsabilités.
- Mise en place d'un comité consultatif sur le PTMR
- Études spécifiques:
  - Transport en milieu rural
  - Gestion des pistes rurales
- Organisation de la tenue de 4 séminaires régionaux dans les 4 régions naturelles du pays pour:
  - La sensibilisation sur les concepts du PTMR ;
  - La présentation et validation des résultats de l'étude de base ;
  - L'installation des Forums Régionaux
POINTS CLES DES SEMINAIRES REGIONAUX
- Les aspects institutionnels de planification, de financement et de gestion de l’entretien des pistes rurales ;
- la promotion des moyens intermédiaires de transport (conception, production, distribution et réparation) ;
- la promotion de techniques de construction et d’entretien de pistes à faible coût (Travaux à Haute Intensité de Main d’Oeuvre (HIMO)),
- Engagement de tous les bénéficiaires à s’impliquer dans les réformes ;
- Identification des personnes ressources pour constituer et animer un Forum régional sur le transport en milieu rural, en vue de la constitution d’un Forum National.

CONTRAINTES ET ATOUTS

Contraintes

Au plan national
- Absence d’une politique bien définie en matière de développement des transports ruraux ; En effet, aucune des Lettres de Politique Sectorielle actuelles n’intègre l’aspect transport rural ;
- Absence de coordination effective des actions d’une multiplicité d’intervenants du sous-secteur ;
- Absence de statistiques sur le sous-secteur ;
- Non-transfert de ressources vers les CRD pour accompagner la décentralisation administrative ;
- Difficultés d’accès au crédit.

Au plan régional
- Absence de structure de coordination et de planification des transports ruraux ;

Au niveau de la CRD
- Manque de compétences en gestion et planification du développement local intégré ;
- Manque d’organisation du système de transport en milieu rural ;
- Insuffisance de ressources financières et le manque d’initiative pour mobiliser de nouvelles ressources ;
- Manque de sensibilisation sur le développement des transports ruraux.
Atouts
- L’existence d’un cadre de décentralisation favorable au développement local ;
- L’engagement des populations dans l’ouverture et l’entretien des pistes ;
- La contribution remarquable des ressortissants des CRD dans le développement des infrastructures rurales ;
- L’existence d’une radio rurale de proximité pour l’information et la sensibilisation des populations ;
- L’existence de MIT (Haute Guinée) qui demandent à être développés ;
- l’existence de PME compétentes pour la fabrication des MIT ;
- l’existence de filières agricoles favorables au développement des MIT ;

RECOMMANDATIONS

Au plan du développement des infrastructures :
- la mise en place d’un comité interministériel chargé de la classification des routes ;
- la décentralisation des mandats de maîtrise d’ouvrage des routes non urbaines en réseau préfectoral et réseau communal et villageois ;
- la décentralisation des opérations d’entretien des pistes rurales par :
  (i) l’exécution à l’entreprise des travaux de réhabilitation et d’entretien périodique des pistes rurales ;
  (ii) l’exécution par les CEVEP des travaux communautaires d’entretien courant des pistes rurales ;
- la restructuration de la Division d’Entretien et d’Appui aux Collectivités de la DNGR.

Au plan du développement des moyens de transport ruraux :
- Promotion de la production et de l’utilisation des MIT en milieu rural ;
- la mise en place d’un système financier adapté pour les producteurs de MIT et pour les populations pour acquérir des MIT ;
- la mise en place d’une base de données et centre de documentation sur les MIT ;
- la mise en place et / ou la poursuite des actions pilotes de diffusion des MIT .
MADAGASCAR

LES GRANDES EVOLUTIONS DU PTMR

- MISE EN PLACE DE L'ORDONNATEUR ET DU COORDINATEUR DU PROJET
- MISE EN PLACE DU COMITE DE PILOTAGE
- REALISATION DE QUATRE ETUDES SPECIFIQUES PAR DES CONSULTANTS NATIONAUX AVEC LA PARTICIPATION DE CONSULTANTS INTERNATIONAUX
- ETABLISSEMENT DE POINTS CLES POUR LES DEBATS A L'ATELIER NATIONAL
- ETABLISSEMENT DE RECOMMANDATIONS PAR L'ATELIER NATIONAL ET LES DEUX ATELIERS REGIONAUX
- FINALISATION EN COURS CONCERNANT LA SYNTHESES DES RECOMMANDATIONS AFIN DE DEGAGER LES VOLETS SUIVANTS : POLITIQUE ET STRATEGIE, PLAN D'ACTIONS, CALENDRIERS D'EXECUTION ET BUDGET PREVISIONNEL

LES PRINCIPALES ACTIVITES DE L'ANNEE 1999

- ARRETE INTERMINISTERIEL METTANT EN PLACE LE COMITE DE PILOTAGE
- DAO, ANALYSES DES OFFRES ET PREPARATIONS ET NOTIFICATION DES MARCHES DES CONSULTANTS
- RECEITION DES ETUDES DES CONSULTANTS
- DEPLACEMENT DU COMITE DE PILOTAGE SUR DES REALISATION DE ROUTES RURALES PAR DES AGENCES D'EXECUTION SUIVI DE CONTACTS AVEC LE MAIRE ET LES ASSOCIATIONS BENEFICIAIRES
- ACTION MEDIATIQUE D'ACCOMPAGNEMENT DES ATELIERS : TELEVISIONS LOCALES NATIONALE ET PRIVEES, RADIO LOCALE ET PRIVEES, JOURNAUX PRIVEES
- PARTICIPATION DU COORDINATEUR A L'ATELIER SUR LE DEVELOPPEMT REGIONAL DES MIT

PROGRAMME DE TRAVAIL 1999-2002

- POURSUITE DES ATELIERS REGIONAUX
- PRISES EN COMPTE DES ACTIONS PROPOSEES PAR LES RESULTATS DES ETUDES
 QUELQUES PROBLEMES A DISCUTER

- LES SOURCES DE LENTEUR DES PAIEMENTS DES PRESTATIONS REALISEES PAR LE PROJET
- LE MECANISME DE MISE A DISPOSITION DES CREDITS DU FER AUX COLLECTIVITES DECENTRALISEES
- POSSIBILITE DE FAIRE APPEL A DES EXPERTS NATIONAUX ET INTERNATION POUR PARTICIPER A LA FINALISATION DES ETUDES DE SYNTHESE A LA FIN DE TOUS LES ATELIERS REGIONAUX

PTMR

LES ACTIONS ET BUDGETS PREVISIONNELS CORRESPONDANTS PROPOSES POUR LA POURSUITE DU TRAVAIL

- Rappel de la strategie
- Actions pour une periode de 13 ANS
- Calendrier et budget indicatif

Rappel de la strategie

- renforcement de l'organe en charge de la coordination des interventions dans les transports ruraux ;
- amelioration du cadre juridique et organisationnel des transports et infrastructures ruraux ;
- amelioration de la consistance et de l'etat des infrastructures de transports ruraux;
- participation active des populations rurales a toutes les etapes des interventions dans le domaine des transports ;
- amelioration des capacites locales (techniques et financi&res) ;
- partage des efforts financiers pour l'aménagement et la réhabilitation des infrastructures rurales ;
- développement de l'usage des moyens de transports, notamment celui des Moyens Intermédiaires de Transports (MIT).

Actions pour une periode de 13 ans

A- Les investissements immatériels

- les investissements nécessitant des interventions extérieures. Il s'agit notamment des missions d'assistances techniques et d'études, des formations, des ateliers de vulgarisation des dispositions des différents textes réglementaires, des campagnes d'information et de sensibilisation des autorités et populations rurales sur les politique et stratégies adoptées en matière de transports ruraux ;
- les investissements en dotation de l'organe en charge de la mise en œuvre du PTMR (Comité de Pilotage). Rentrent dans cette subdivision les frais du personnel en charge du programme, les frais de déplacements (transports et indemnités), les coûts d'acquisition de fournitures, matériels et équipements de bureau, les coûts d'entretien des dits équipements et matériels, les dépenses inhérentes à l'organisation des différentes réunions de revue du programme, les petits ateliers de travail avec l'administration pour la validation des projets de textes.

B- Les investissements matériels :

- Ils correspondent aux coûts des projets physiques consistant en la réhabilitation des routes rurales et en l'aménagement des voies de navigation intérieure. Y sont également compris les coûts des études relatives aux travaux et éventuellement les coûts des missions de contrôle et de surveillance à confier à des bureaux d'études.

C- Les délais

14th Coordinating Committee Meeting
La réalisation des investissements en immobilisations incorporelles se situe essentiellement dans la phase de lancement du programme (trois premières années) tandis que celle des travaux en constitue la phase de développement, s'étalant sur une période de dix années.

CALENDRIER ET BUDGET INDICATIF

Programmation

La programmation des activités immatérielles c'est à dire...
- la préparation et la mise en œuvre des différentes réformes juridictionnelles, organisationnelles, techniques et financières ;
- l'assistance technique (réalisation des études prévues,) ;
- le budget de communication et d'informations (actions de sensibilisation,) ;
- les formations,...
  s'étalera de Novembre 1999 à Novembre 2002

Composante institutionnelle (de Novembre 1999 à Septembre 2002)
- Volet Juridique : de Novembre 1999 à Juin 2002
- Volet Etudes : de Mai à Octobre 2000
- Volet Appui et formation : de Septembre 2000 à Septembre 2002

Composante planification et financement (de Mai 2000 à Novembre 2002)
- Volet Etudes : Mai 2000 à Janvier 2001
- Volet Appui institutionnel : Mai 2000 à Novembre 2002
- Volet Formation et communication : Mai 2000 à Août 2002

Composante technique et gestion des infrastructures (de Novembre 1999 à Septembre 2002)
- Volet Normes techniques : de Juillet 2000 à Septembre 2000
- Volet Formation professionnelle : à partir de Mai 2000
- Volet Appui à la gestion des infrastructures : de Novembre 1999 à Juin 2001

Composante moyens de transports (de Mai 2000 à Janvier 2002)
- Volet Etudes : de Mai 2000 à Octobre 2000
- Volet Formation, Information, Education et Communication : de Novembre 2000 à Janvier 2002
- Volet Appui technique aux artisans fabricants de MIT : de Juillet 2000 à Août 2001

Les projets physiques débuteront vers 2003 et dureront 10 ans.
BUDGET PREVISIONNEL

Le coût total des activités au titre des immobilisations incorporelles du PTMR c'est à dire hors projets physiques se chiffre à 958.000 USD durant les trois (3) premières années.

La répartition par composante est la suivante :

Tableau 1 : Investissements en immobilisations incorporelles (es chiffres sont en cours de révision à la hausse, une majoration d'environ 35% est possible)

<table>
<thead>
<tr>
<th>COMPOSANTE</th>
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<tr>
<td>Composante institutionnelle</td>
<td>577 000</td>
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<tr>
<td>Composante planification et financement</td>
<td>146 000</td>
</tr>
<tr>
<td>Composante techniques et gestion des infrastructures</td>
<td>95 000</td>
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<tr>
<td>Composante moyens de transports</td>
<td>140 000</td>
</tr>
<tr>
<td>TOTAL (hors travaux) :</td>
<td>958 000</td>
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MALAWI
MRTTP, Lilongwe, Malawi

The MRTTP has during the last twelve months undertaken a number of activities towards the achievement of the objectives of the program. In close collaboration with the Task Force formed in 1997, the RITTP unit organized a workshop of District Commissioners and local representatives to validate the draft program document and thereafter adopt it. Members of the task force also reviewed the draft program document.

One of the most notable achievements of the year was the finalization of the program document and approval by the Government in May 1999. The program document contains policy and strategies on Rural Travel and Transport. In this regard, the MRTTP unit will now focus its efforts on the implementation of the policy through various projects in order to improve the mobility and accessibility of rural communities to socio-economic services and facilities and thereby contribute to the reduction of poverty.

Main trends
- Consolidation of past efforts to address problems of accessibility and mobility of rural communities in a more rational manner and within the context of reforms in the transport sector.
- Increasing recognition of need to allocate more resources (road fund, central government) for RTT and setting up of appropriate institutions in line with the policy of decentralization.
- Acceptance of the need for studies to determine how best planning for mobility and accessibility can be institutionalized within the District Planning System.
- Initial steps taken to establish a National Forum Group and networking among stakeholders.

1998/99 Activities
- Workshop for District and local level Representatives held on 10th December 1998 to create awareness and solicit feedback on the draft program document.
- Draft program document finalized and approved in May.
- Policy on Rural Travel and Transport included as sub-set of the draft National Transport Policy.
- Program document distributed to stakeholders to set in motion the process of establishing synergies within the sub-sector and with other sectors.
- Donor meeting held on 14th October 1999, to promote the program for purposes of collaboration and support.
- Consultations held and workshops planned to promote the program and to raise level of awareness and understanding of RTT issues in Malawi amongst senior government officials, extension workers, the private sector and Non-Governmental Organizations.
Project proposals, being prepared for the implementation of various interventions to give
effect to the policies and strategies.

Participated in Regional Experts Meeting on IMTs, June 15-17, 1999 in Nairobi, Kenya and

Participated in meetings of the ROMARP Task Force in order to ensure that RTT issues are
given adequate attention.

Participated in the Managing and Financing of Rural Transport Course in Pretoria, South
Africa, November 15 to 26, 1999.

Constraints

- Limited awareness and lack of understanding of RTT issues and needs of the sub-sector.
- Pace of implementation of decentralization program.
- Lack of adequate capacity for the planning and implementation of projects.
- Low income levels which cannot sustain the commercial operation of rural transport services.

Work Program 1999 – 2000

In the next twelve months MRTTP will continue undertaking activities towards the achievement
of the objectives and will focus on the implementation of interventions. The activities will involve:

- Make operational the institutional framework for dealing with rural travel and transport is-
sues, by among other things, inaugurating the Steering Committee, official launching of the
MRTTP and participating in meetings on RTT issues.
- Commission a study to determine how a Community Infrastructure Development Fund can
be set up and utilized to meet the demands of rural communities for improved infrastructure
and transport services.
- Finalize proposals on pilot projects on the construction and maintenance of rural infrastruc-
ture and the provision of rural transport services.
- Undertake IEC activities to raise level of awareness and understanding of RTT issues, mobi-
lize communities to use options available for addressing problems of accessibility and mobi-
licity and highlight the perspective of gender and transport.
- Devise methodologies and equip extension workers and communities with skills for rational
planning and implementation of RTT interventions.
- Review program document to include possible project areas and draw up workplan for four
years.
- Establish a National Forum Group and Newsletter on RTT issues in Malawi.
MALAWI
Rural Travel And Transport Program

Main Trends/Activities
- Consolidation of efforts to address mobility and accessibility, policy in place and institutional framework established
- Greater recognition of the need for resources for provision and maintenance of RTI (road fund, central government allocations)
- Institutionalization of planning of RTI
- Program document distributed to stakeholders
- Consultations with donors

1999 – 2000 Work Program
- Operationalization of institutional framework; co-ordination within the sub-sector; networking (National Forum Group)
- Follow-up on possible donor assistance for policy implementation
- Implementation of activities to be funded under ROMARP—e.g., studies to determine suitable option for establishment of Community Infrastructure Development Fund; finalize proposals and implement pilot projects for construction and maintenance of rural transport infrastructure
- Implement intervention projects in the provision of rural transport services
- Undertake IEC activities (radio messages, posters, awareness campaigns)
NIGERIA
Rural Travel and Transport Program

BACKGROUND

- Nigeria as a new member of RTTP
- Past development efforts
  - Local Government Area Councils (LGA)
  - Agricultural Development Agency (ADP)
  - Directorate of Food, Roads and Rural Infrastructures (DFRRI)
- Efforts inadequate and uncoordinated

NATIONAL TRANSPORT POLICY PROCESSES

- First National Policy: 1993
  - Classification of Roads
  - Management
  - Financing
- Outcome
  - Policy not implemented
    - Ineffective framework
    - Macro-economic changes
    - Lack of funding
  - Overall Review
ROAD VISION 2000

- Effective framework for management by the Year 2000

- Federal Roads
- State Roads
- Local Government Roads
- Community Roads

ROAD VISION 2000 ...

- National Roads Board
  - Chambers of Commerce
  - Road Transport Owners Association
  - Road Transport Workers Association
  - Nigerian Society of Engineers
  - Federal Ministry of Works and Transport
  - Federal Ministry of Transport
  - Federal Ministry of Finance
  - National Planning Commission
ROAD VISION 2000 ...

- Objectives of Vision 2000

  - Bring all roads in Nigeria to good and fair condition in 10 years starting from Year 2000

ROAD VISION 2000 ...

- National Targets

  - Priority Networks (carries a minimum of 30 vehicles per day) 53,250 km
  - Urban and Township Roads 22,500 km
  - Local Government Roads 30,000 km
  - Rural Roads 40,000 km
  - Private Roads 6,000 km
Rural Travel and Transport Program

FUNDING

- Petroleum pump price
- Tolls
- Transit charges
- Axle load charges
- Licensing fees (part)

FOCUS ON RTT

- Raise level of understanding
- Formulation of a comprehensive policy
- Redress relative RTT neglect
- Improve income generation
- Alleviate poverty
- Why?
- 70% of the national population live in the rural areas
- Responsible for 33% of GDP
- 83% of the poorest of the poor live in rural areas
ACTIVITIES OF RTTP

- RTTP Studies
  - Provide framework for policy implementation
  - Development of efficient and affordable travel and transport modes

- Types of Study
  - Case study to identify needs and travel modes
  - Preparation of transport strategy and implementation plan

ACTIVITIES OF RTTP ...

- Study Areas
  - Three agro-ecological zones
    - Zone 1: North-West, North-Central and North-East
    - Zone 2: South-East and South-South
    - Zone 3: South-West

- Workshop
  - National workshop to be held in March 2000 on issues and options
OUTCOME

- COMPREHENSIVE RTT POLICY

LEARNING PROCESS

- Information Sharing
SÉNÉGAL
Elaboration d'une Stratégie Nationale De Transport Rural

CONTEXTE
Le Sénégal, engagé depuis plusieurs années dans une politique de réforme et de développement du secteur du transport, reconnaît le rôle crucial d'un système de transport efficace dans la stimulation du développement économique et social.

A partir de 1990, le Gouvernement a mis en œuvre un Programme d’Ajustement Sectoriel des Transports (PAST) qui vient de s’achever et qui a eu comme principaux résultats :

- La réforme de la gestion pour une baisse des coûts de transport
- La restauration des capacités des infrastructures de transport

Il a développé le concept de programme Prioritaire en concentrant les investissements dans la partie structurante jugée prioritaire du réseau national.

Aujourd'hui, le Deuxième Projet Sectoriel des Transports (PST II) en cours prend en considération aussi bien les acquis et les insuffisances du PAST que le nouvel environnement caractérisé par le renforcement de la politique de décentralisation et la réduction de la pauvreté, notamment en milieu rural, qui constitue l’objectif prioritaire de la politique de l’État.

PRESENTATION DE LA COMPOSANTE TRANSPORT RURAL
Au lendemain de l'indépendance, le Sénégal s'est lancé dans un vaste programme de constructions de pistes avec l'appui de ses partenaires au développement et qui a nécessaire un important effort financier.

Malgré l'importance de ces moyens mis en œuvre, les solutions jusqu'ici adoptées n'ont pas permis une prise en charge satisfaisante des besoins sociaux et des gains de productivité significatifs dans le transport des produits agricoles.

En fin de compte, ces mauvaises conditions posent des obstacles majeurs à l'intégration des populations rurales à l'économie et à l'amélioration de leurs conditions d'existence.

Face à cette situation, la nécessité d’une réorientation de la politique des transports afin qu’elle réponde à la totalité des besoins de transport des collectivités rurales, s'impose. Cela exige qu’on aborde les problèmes du transport rural d’une manière plus globales, au qui prend en compte aussi bien les infrastructures de transport, les moyens et services de transport que l’accès aux services de base et aux équipements.

C'est pourquoi le Sénégal s’est doté d’une composante transport rural dans le cadre du Deuxième Projet Sectoriel des Transports pour développer une politique et une stratégie nationale de trans-
port rural devant servir de cadre d'action à tout programme de transport en milieu rural.

Un certain nombre de contraintes ont été identifiées par les études réalisées dans le cadre de la préparation de cette composante parmi lesquelles on peut citer principalement la faiblesse des capacités de planification, de programmation et de gestion des acteurs aussi bien publics que privés, l'insuffisance des moyens financiers, l'absence de concertation dans la définition des priorités et l'utilisation de standards de construction inappropriés.

Le processus de formulation de la stratégie vise la promotion de la collectivité locale responsable, représentative, dotée de ressources, et capable d'être le moteur du développement local.

Les collectivités locales doivent être capables d'assumer leur responsabilité dans l'identification, la sélection, la gestion des infrastructures rurales avec au besoin le soutien des structures de l'état, ou du secteur privé.

Les études prévues ont été réalisées à travers des cadres de concertation (séminaires et ateliers de restitution) regroupant les élus locaux, les populations, le secteur privé, l'administration et les partenaires au développement.

L'objectif de la stratégie est de favoriser l'articulation harmonieuse et complémentaire des collectivités locales, du secteur privé, de la société civile et des structures gouvernementales.

ELABORATION D'UNE STRATEGIE NATIONALE DE TRANSPORT RURAL AU SENEGAL

Contexte
1. Première Lettre de Politique Sectoriel des Transports.

Résultats
- Amélioration de la gestion par une implication du secteur privé
- Restauration de la capacité du réseau routier

2. Nouvel environnement
- Dévaluation du franc Cfa
- Renforcement de la politique de décentralisation
- Lutte contre la pauvreté
Deuxième Lettre de Politique Sectoriel des Transports
PRESENTATION DE LA COMPOSANTE TRANSPORT RURAL

Problèmes
- Absence d’une politique nationale pour servir de cadre d’interventions des différents acteurs
- Absence de définition claire des responsabilités des acteurs
- Mécanisme de financement inadaptés
- Concentration des efforts sur l’infrastructure routière
- Standards de construction inadaptés
- Manque de données pour une meilleure gestion du secteur

Objectifs spécifiques de la composante transport rural:
Formulation d’une politique et d’une stratégie nationale de transport rural devant servir de cadre d’action aux futurs programmes de transport rural au Sénégal :

- Amélioration de la planification, du financement, de la conception, de la construction et de la maintenance des infrastructures de transport rural
- Amélioration des moyens de transport
- Renforcement des capacités de gestion des communautés rurales et promotion du développement participatif durable.
<table>
<thead>
<tr>
<th>Problème clefs</th>
<th>Actions réalisées</th>
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</table>
| Visibilité sur la situation du TR au Sénégal | - étude sur les aspects institutionnels, de financement et de planification actuel du TR  
- étude des aspects techniques du TR  
- étude sur le développement des moyens de transport en milieu rural |
| Implication des parties prenantes | - Mise en place d’un comité de pilotage  
- Organisation d’ateliers régionaux de restitution |
| Prise en compte de l’aspect genre dans le TR | Étude sur le genre et TR au Sénégal |
| Promotion d’un réseau de transport rural durable | - Actions pilotes d’utilisation de la stratégie d’aménagement par niveau de service et d’élimination des points critiques  
- élaboration des TDR sur l’utilisation des méthodes HIMO dans les pistes rurales. |
| Politique nationale et de cadre d’intervention des différents acteurs | Elaboration et validation par le Gvt du cadre d’orientation de la Lettre de Politique de Transport Rural |
**CADRE D’ORIENTATION STRATEGIQUE**

**Réseau à la charge de l’Etat**

**Désenclavement des communautés rurales :**

- L’Etat assure le développement et la gestion du réseau routier jusqu’au niveau des chefs lieu des communautés rurales et éventuellement des liaisons entre les chefs lieux des communautés rurales ;

**Gestion de ce réseau**

- Tous les itinéraires de ce réseau feront l’objet d’un classement au titre du réseau de l’Etat au fur et à mesure de leur réhabilitation ;
- La priorité en matière d’investissement sur ce réseau est donnée au désenclavement des communautés rurales qui font l’objet d’un support dans le domaine de la programmation et de la gestion de leurs infrastructures ;
- La programmation des investissements sur ce réseau est effectuée en étroite collaboration avec les Communautés Rurales ;
- Le financement de l’entretien de ce réseau est assuré au travers du Fonds Routier ;
- La mise en œuvre des programmes d’investissement et d’entretien sur ce réseau est assurée par l’Etat qui peut déléguer tout ou partie de ses missions de maîtrise d’ouvrage et de maîtrise d’œuvre ;
- Lorsque les régions telles que définies dans le code de la décentralisation seront mises en place et disposent des capacités nécessaires, elles pourront se voir transférer la maîtrise d’ouvrage d’une partie de ce réseau, qui sera assortie du transfert de la partie des ressources du Fonds routier nécessaire à son entretien ;

**Réseau communautaire**

Désenclavement intra-communautaire :

- Les communautés rurales assurent le développement et la gestion du réseau routier situé sur le territoire de la communauté rurale, y compris les routes et pistes de production qui n’ont pas un caractère privé, sauf exception justifiée par des considérations économiques ou sociales ;
- Les niveaux d’aménagement des itinéraires du réseau communautaire souhaitables et possibles devront résulter, sur le réseau communautaire, d’un compromis entre les besoins
exprimés par les populations en matière de niveau de service et les contraintes en terme de capacité d’entretien et de gestion décentralisée et, sur le réseau de désenclavement, des possibilités de financement des investissements et de l’entretien routier assuré par l’État.

**Gestion de ce réseau**

- La programmation des investissements sur ce réseau est effectuée par les Communautés Rurales dans le cadre des Plans Locaux de Développement (PLD) et des Programmes d’Investissement Annuels (PIA) ; les itinéraires seront retenus au titre du programme en tenant compte de : (a) la capacité de financement de l’entretien routier par les communautés, (b) la faisabilité des mécanismes de mise en œuvre des programmes d’entretien, et (c) la continuité du réseau par rapport au réseau classé de l’État ;
- Le financement de l’entretien de ces pistes est assuré par les communautés rurales directement ou au travers de structures agréées par elles ;
- Les communautés rurales peuvent bénéficier de subventions annuelles de l’État pour l’entretien de certains itinéraires de leur réseau ;
- La mise en œuvre des programmes d’investissement et d’entretien sur ce réseau est assurée par la Communauté Rurale qui peut déléguer tout ou partie de ses missions de maîtrise d’ouvrage et de maîtrise d’œuvre ;
- Lorsque le financement des investissements est assuré avec la participation de l’État, la communauté rurale peut être requise, en fonction de ses compétences, de déléguer tout ou partie de ses missions de maîtrise d’ouvrage et de maîtrise d’œuvre à une entité publique ou privée agréée par l’État ;
- Tous les itinéraires de ce réseau feront l’objet, au fur et à mesure de leur réhabilitation, d’un classement au titre du réseau de la Communauté Rurale après, si nécessaire, son déclassement du réseau de l’État et d’un transfert à la Communauté rurale conformément au Code de la décentralisation ;
- L’État assure le suivi de la mise en œuvre des programmes d’investissement et d’entretien qui font l’objet d’une participation ou d’une subvention.

Une évaluation des performances des mécanismes et des résultats de la stratégie sera effectuée périodiquement et la stratégie sera ajustée en conséquence.
Cadre des interventions pour la gestion des routes communautaires

<table>
<thead>
<tr>
<th>MAITRE DE L'OUVRAGE</th>
<th>MAITRE D'OEUVRE</th>
<th>TRAVAUX</th>
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<td><strong>A. NIVEAU COMMUNAUTAIRE : Actions sur le réseau communautaire</strong></td>
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<td>Conseil Rural</td>
<td>Expressions des besoins (tous travaux) sur les réseaux communautaires</td>
<td>Sur le réseau communautaire :</td>
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<td>Délégué : Comité inter-villageois de développement (CIVD)</td>
<td>- Entretien courant CERP/DGRI/DTP/Secteur privé</td>
<td>- Contribution usagers, ycnih1</td>
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<td></td>
<td>Assistant technique : CERP/DGRI/DTP</td>
<td>- Entretien courant GIE villageois</td>
<td>- Contribution population, ycnih</td>
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<td><strong>B. NIVEAU RÉGIONAL : Appui aux actions sur les réseaux communautaires de la région</strong></td>
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<tr>
<td>Conseil Régional</td>
<td>Harmonisation régionale des programmes communautaires</td>
<td>Sur le réseau communautaire :</td>
<td>- PNIR</td>
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<td>Expressions des besoins par rapport au réseau classé ;</td>
<td>- Travaux neufs ;</td>
<td>- Fonds de péréquation (FIAT)</td>
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<td></td>
<td>Délégué : ARD/Secteur privé</td>
<td>- Entretien périodique. DGPL/DTP/Secteur privé</td>
<td>- Coopération décentralisée</td>
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<td></td>
<td>Assistant technique : DGPL/DTP</td>
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<tr>
<td><strong>C. NIVEAU NATIONAL : Actions complémentaires sur le réseau classé</strong></td>
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<td>État</td>
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<td>Sur le réseau classé impliqué :</td>
<td>Fonds de la coopération</td>
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<tr>
<td>Délégué : DTP</td>
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<td>- Tous travaux DTP/Agence routière</td>
<td>Fonds routier (CCFR2)</td>
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<td></td>
<td>- Entreprises, PME, sélection par suite d'appel d'offres</td>
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1 ycnih = Y compris les contributions en nature et les investissements humains
2 Ajouter l'APCR et la DGRI au CCFR
South Africa RTTP

South Africa only joined the SSATP earlier this year and has therefore not officially participated in the RTTP previously.

Rural development in South Africa has been targeted by the President as a very high priority for South Africa. The Office of the Deputy President has initiated an Integrated Rural Development Strategy Program. Initially this program will focus on the three provinces with the largest numbers of rural poor: the Eastern Cape, KwaZulu-Natal and the Northern Province. It will, however, gradually be expanded to cover all the provinces.

The National Department of Transport recently initiated a Rural Transport Strategy Project. The project covers all aspects of rural transport infrastructure, ranging from footpaths and tracks to community access roads to the road network. It also covers all aspects of rural transport operations including IMTs and private and public passenger and freight vehicles. The project will cover both passenger and freight transport. The project will be advised by a consultative committee which includes all national departments involved in rural development and all the provincial departments of transport and/or roads. Extensive consultation will take place with all spheres of government and across all functions to ensure that there is an integrated approach and that there is no duplication of efforts. Workshops with stakeholders will also form an important input to the project. The project is expected to be completed early in 2001. The output of the project will be a national rural transport strategy with action plans for its implementation. The provinces will then be encouraged to develop provincial rural transport strategies and action plans.

Earlier this year, the National Roads Agency and the Department applied for funds from the Poverty Alleviation Programme for road upgrading and maintenance in the rural areas of the Eastern Cape and the Northern Province. These funds were approved. The programme focussed on providing poor communities with access and contributing to the quality of their lives through the provision of training and the development of skills. In the Eastern Cape, 57 projects on proclaimed provincial roads were identified as needing patch gravelling and drainage correction to bring them back into serviceable condition. In addition, 38 bridges and major stream crossings were selected as being critical to the road system. In the Northern Province, 127 drainage structures were selected as well as 43 regravelling projects covering 499 kilometres of the most critical access roads. The programme encourages employment creation through the use of labour-based methods of delivery, where possible, as well as the employment of SMMEs and training and empowerment of communities. Work on these projects will begin early in 2000.

A number of successful bicycle projects have been run by the NGO Afribike. These projects have largely focussed on empowering women through providing them with bicycles, as well as
training them to cycle and to repair and maintain the bicycles. The projects have largely used second hand bicycles donated from other countries. Participants in the programmes have had to pay towards the costs of the courses. Together with the KwaZulu-Natal provincial Department of Transport, we are currently investigating the possibility of a rural scholar bicycle demonstration project.

The major problems which rural transport in South Africa faces are:

- a lack of funding for rural transport; and
- a lack of capacity to implement projects in some rural areas.

We hope to be able to address some of the problems through the rural transport strategy project.
TANZANIA

Progress of the Rural Travel And Transport Program (RTTP)

by Richard Musingi

The United Republic of Tanzania (URT) an Easter n African Country sharing borders with 8 other countries: namely Kenya, Uganda, Rwanda, Burundi, the Democratic Republic of Congo, Zambia, Malawi and Mozambique, besides the Indian Ocean in the east. URT is a union between two former independent states of Tanganyika (now Mainland Tanzania) and Zanzibar. This report concerns Mainland Tanzania.

Mainland Tanzania has a land of 881289 square kilometers. The estimated population (1999) is 30,000,000 people. The 1988 census showed that Tanzania Mainland had had 22,000,000 people of which 81 percent lived in the rural areas. Only 52 percent of these belong to the working class (i.e. between 15 – 64 years). Administratively, Tanzania Mainland is divided into 20 regions, 99 districts, 2,356 wards and 10,191 villages. There are 114 Local Authorities which include 1 City Council, 12 Municipal Councils, 9 Town Councils and 92 District Councils. Poverty in Tanzania is a rural phenomenon. In 1997, according to World Bank, about 51 percent of Tanzanians live below the National poverty line. Of these 61 percent live in rural areas and 39 percent live in urban areas. Deliberate attempts are being made by the Government to completely eradicate poverty by the year 2025.

The efforts made so far include:

- Formulation of a poverty eradication policy
- Production of a poverty reduction strategy paper (PRSP)
- Production of poverty and welfare monitoring indicators, and
- Poverty eradication program under preparation

Among the poverty indicators transport and communication is included where it is acknowledged that availability of transport and communication infrastructure accelerates economic development. Improving rural mobility and accessibility is therefore, part of the poverty reduction program. Whatever indicator is used, Tanzania is one of the poorest countries in the World. It’s par capital income, at Tshs. 147,026 (equivalent to US$185) in 1997, is far below the US$1 per day per person poverty line. The GDP in 1997 was estimated to be Tshs. 4,281,600,000,000 equivalent to US$5,352,000,000. Agriculture, Forestry, Fishing and hunting contribute 50 percent of the GDP. Transport and communication contribute 4 percent of the GDP. Improving the transport infrastructure will not only improve the percentage contribution to GDP of transport and communication but also that of the agricultural sector.
Experience has proved that assigning the responsibility of the entire road network to one central Ministry has disadvantages that outweigh the advantages. The advantages include superior technical capacity and better network coordination. The disadvantages include insufficient attention to local priorities and local consultation in planning. In addition, under the central Ministry, the participation of the primary stakeholders in planning implementation, monitoring and evaluation and operation and management, which is critical for sustainability is usually neglected.

In Tanzania the ownership and management of the trunk roads is the responsibility of the Ministry of Works (MoW). The urban and district roads are the responsibility of the Ministry Regional Administration and Local Government through the LAs. Management of the feeder roads is the responsibility of the LAs and Communities including private and public institutions such as national parks.

The state of the roads in the country is bad, due to among other reasons; inadequate funding for rehabilitation and maintenance, and also lack of a maintenance culture among the Tanzanian communities. The poor performance in roads maintenance and rehabilitation has also been attributed to poor co-ordination of the different roads programs in the country. However, following recent policy reforms adopted by the government, mainly involving the establishment of dedicated Road Fund, there has been considerable improvement in the rehabilitation and maintenance or urban and district roads.

The road network in Tanzania Mainland has an estimated length of about 85,000 km. The network consists of trunk roads of 10,300 km, regional roads of 24,700 km, urban roads of 24,450, district roads of 20,000 km and feeder roads of 27,550 km. Only 5 percent of the road network is paved. The paved gravel roads comprise only 11 percent and the rest is earth road.

It was estimated, in 1990, that, only about 15 percent of the trunk roads and 10 percent of the rural roads respectively were in good condition. The situation has, however, improved following the commencement of the Integrated Roads Program (IRP) as part of the Economic Recovery Program (ERP),

And the establishment of the Road Tolls Fund. Records show that about 2,583 km of trunk roads and 3,753 km of regional roads have been rehabilitated.

Poor road network condition suggests a high level of vulnerability to the economy. To bring the road network back to good condition, and to get it to play its required role in the economy, a high level of efficiency and cost effectiveness is needed in utilizing resources made available by the government and donors for this task. This in turn requires a very high degree of co-ordination.

There are a number of Rural Roads Programs being implemented by the government and donors in the districts. These programs include:-

- The Road Tolls Fund programs
- The Village Travel and Transport Program (VTTP)
Rural Travel and Transport Program

- The road components in the Districts Rural Development Programs (DRDP) supported by other donors
- The Road Sector Support Program (RSPS) supported by Denmark
- The Roads Rehabilitation and Maintenance Program in Lindi and Mtwara supported by Finland.

The coordination of these program is, however, still fragmented, both at the national and district levels.

**RURAL TRAVEL AND TRANSPORT SITUATION**

Improving rural travel and transport situation is crucial in facilitating poverty eradication and promoting broader economic and social development of the country. The vision is to have a good and well-maintained rural travel and transport sector that will benefit all Tanzanians. The 1988 census established that 81 percent of the country population live in rural areas and are engaged in agriculture. Currently, the agricultural sector is constrained by poor access to markets, market information, and agricultural inputs. Also, rural development as a whole is constrained by lack of access to social services such as education and health care. Therefore, activities that will improve access to agricultural inputs, to markets, to farms and social services will contribute significantly to the sustainable development of the nation.

It has also been established that 80 percent of total time and 95 percent of total weight of goods transported in rural areas takes place within and around the village, and rarely in roads using vehicles. The remaining proportions account for time traveled and load transported outside the village. This means that 80 percent of the travel and transport requirements of the rural communities take place on paths, tracks, trails mainly through walking, and head loading or back loading. The need to pay more attention on this 80 percent can not, therefore, be misplaced.

In view of the foregoing, the use of intermediate means of transport (IMT) in both urban and rural areas has gained momentum in recent times because the alternative, (mostly motorized transport) is expensive and beyond the reach of the poor households. The use of IMT eases the burden of transport that takes place through head loading, back loading and walking particularly by women and children.

To ease the burden on women and children, the government is implementing the Village Travel and Transport Program (VTTP). This is being done on a pilot basis with the aim to improve rural travel and transport (RTT) through the use of the IMT as well as assisting villagers on improved ways to plan, finance and maintain community roads and IMT.

IMTs that are targeted include, draft animals, wheelbarrows and handcarts, bicycles, cycle trailers, and tricycles.
RURAL TRAVEL AND TRANSPORT PROGRAMME (RTTP)

The Government of Tanzania and the Sub-Saharan African Transport Program (SSATP) — a joint initiative of the WB and UN Economic Commission for Africa (UNECA) — entered into an agreement to jointly undertake services of process related activities aimed at improving the travel and transport situation of rural communities in Tanzania.

The World Bank and several multilateral and bilateral donor agencies fund SSATP. SSATP is discharging its obligations under this agreement through its sub component — the RTTP. The PMO (now the MRALG) is mandated to discharge GoT obligations under the agreement and to execute the agreed Tanzania RTTP. Financial assistance is being made available by SSATP towards the implementation of the agreement on a grant basis.

Activities under the agreement are focused on evolving policies and strategies and appropriate implementation and mechanism for:

Promoting awareness of rural travel and transport issues;

- Improving the planning, financing, provisioning and maintenance of rural transport infrastructure;
- Improving rural transport services and mobility through adoption of appropriate technologies to facilitate people and goods movement; and
- Disseminating best practices within and from outside Tanzania.

Towards the implementation of the agreement, the GoT:

- Has established an inter Ministerial Working Committee for RTTP.
- Needs to recruit a program coordinator.

On its part SSATP, through RTTP has agreed to:

- Providing funds for facilitating the work of the Working Committee
- The preparation and finalisation of the RTTP Programme Document (Prodoc)
- Organising a National Workshop to be attended by relevant stakeholders as sectors for achieving consensus on the rural travel and transport issues in Tanzania and ways of addressing them.
- Launching of the Tanzania RTTP
- The employment of the Programme Co-ordinator and the overhead cost of the Programme Co-ordination Unit (PCU) within MRALG.
- Funding of activities to be jointly agreed to with the MRALG and consistent with the goals and objectives of RTTP within the framework of a Tanzania RTTP country programme.
The first seminar on rural travel and transport was held in May 1992. Representative of the relevant ministries, of donor agencies, Regional Development Directors and other government officials attended the seminar. The aim of the seminar was to assess the rural travel and transport situation in the country and to formulate a strategy to improve it. There were two key outputs:

- Plans for a series of rural travel and transport pilot projects
- A working committee on rural travel and transport was established to implement the recommendations.

**Conclusions of the seminar**

- Tanzania had committed herself to improving the rural travel and transport situation
- Pilot projects on rural travel and transport should be conducted in several districts, and
- These pilot projects would provide useful experiences on how the rural travel and transport program could be extended to the rest of the country.

It was, further, decided that these pilot projects would

- Start from the real needs of the household when planning for rural travel and transport,
- Provide affordable Intermediate Means of Transport (IMT),
- Involve various community groups in rural travel and transport planning.

An outcome of the seminar was a prioritization study of the ten districts proposed as suitable for pilot travel and transport projects. The districts, which were prioritized according to high or low agricultural production, evidence of community participation in rural development projects on voluntary basis, and evidence of intensive use of IMT or the desire for introduction of IMT by communities in the districts.

In October 1998, it was agreed to recruit a program coordinator (PC) for RTTP. The PC was then to prepare the RTTP project document and funding and implementation of agreed activities could be effected thereafter. RTTP accounts (one foreign and one local) were opened within the PMO in the standard and Chartered Bank. The operations of RTTP moved from the PMO to MRALG with the birth of the latter. Unfortunately non-of the signatories of the RTTP accounts moved with the new Ministry to Dodoma. It is, therefore, required to transfer the Accounts from the PMO to MRALG and appoint new signatories.

The recruitment of the PC has not yet been effected because there has been no firm commitment from the World Bank to fund the overheads of the PCU thereafter. However, the World Bank has deposited with Local Perspective Ltd. Tshs. 320,000/= towards the PC recruitment costs and short-listing of the candidates to be called for interview was done since 1998. The recruitment of the PC can be done anytime now and in fact we had agreed to do it in August but it had to be
postponed due to several working meeting that were conducted by the Ministry.

In addition the World Bank financed two workshop in June, 1999. One was on RTTP Policy and Policy Formulation and the other was on Gender and Transport. As a result of the first workshop, a Rural Travel and Transport Policy was formulated.

VILLAGE TRAVEL AND TRANSPORT PROGRAMME

The Government of Tanzania formulated the Village Travel and Transport Program between 1992 and 1994 and incorporated it in the second Phase of the Integrated Roads Project (IRP II). In view of the fact that several districts and donor agencies were expected to participate in the pilot projects of VTTP, a VTTP Co-ordination Unit was established in July, 1995 in the Ministry of Works. The unit was charged with the co-ordination of the VTTP activities in the pilot districts in order to increase chances of success. It should be noted that a decision to relocate the VTTP Coordination Unit from MOW to MRALG was reached during the 3rd Donors Meeting on VTTP held in Dar es Salaam on 13th November 1998.

The overall objective of VTTP is to improve livelihood of people in the rural areas of Tanzania through making sustainable improvements in the rural travel and transport situation. The immediate objective is to empower communities to build capacity in development and maintenance of transport infrastructure (such as paths and tracks); promoting the use of appropriate intermediate means of transport; and increasing access of communities to selected services including water, milling machines and fuel wood. The second immediate objective of the pilot projects of VTTP is to develop an effective approach and method for VTTP design and implementation that can be applied in other areas of Tanzania. The corner stones of VTTP are:

- Self help by communities with government and donor assistance on technical issues and financing of materials which are not locally available or are beyond ability of villagers, and
- Participation of stakeholders at all stages of planning, implementation to sustenance of interventions.
- The VTTP interventions are unique in that they depend on the priorities and strategies as identified by the villagers themselves. VTTP interventions are planned and implemented by participatory methods. There are now pilot VTTPs in seven districts. Each pilot VTTP is implemented through the LA with the District Executive Director (DED) as the overseer. VTTP activities include:
  - Improvements to travel and transport infrastructure, and
  - Promotion of IMT and non-transport interventions e.g. grinding mills and water wells.
So far donor financing for VTTP have been secured for five pilot districts. These pilot districts include: Morogor, Rufiji, Mbozi, Muheza and Masasi.

IDA put in abeyance disbursement of funds for Iramba until the Ministry of Regional Administration and Local Government informs IDA a framework describing how VTTP fits in the establishment and functions of that Ministry. DFID have, also, suspended their support to Mbinga district.

Individual districts prepare their development plans and budgets, covering various sectors, and submit the plans and budgets to MRALG for scrutiny to ensure that the activities are in line with the national policy framework and objectives, and that investment in the activities is justifiable before approval. Thereafter, the districts implement their approved plans and MRALG remains with the responsibility of coordinating and monitoring implementation.

In the past, the government was participating directly in three among the VTTP interventions: transport infrastructure, water and forestry (hence fuel wood). Moreover, as regards transport infrastructure, the focus has been on conventional roads that are classified. In light of the emerging results from the implementation of VTTP, the need for government involvement in improving rural accessibility has become evident hence the keenness to revitalize the VTTP approach. This is attributed to realization of the potential benefits of the VTTP approach such as:

* Saving time and energy that the rural people use on travel and transport activities
* Opening up income generating opportunities for the rural communities; and
* Increasing accessibility to villages to facilitate economic activities.
### Tanzania Rural Travel & Transport Programme

<table>
<thead>
<tr>
<th>Key Problems</th>
<th>Proposed Actions</th>
<th>Own Initiatives</th>
<th>Support Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish RTTP Co-ordination Unit at the Ministerial level</td>
<td>1. Prepare a Programme Document</td>
<td>Workshop on the preparation of the Programme Document was conducted in June, 1999</td>
<td>Committed Funding of the Programme and its preparation $50,000</td>
</tr>
<tr>
<td></td>
<td>2. Recruit Co-ordinator and supporting Staff</td>
<td>The Post of the Programme Co-ordinator was advertised in November, 1998</td>
<td>Programme and budget for the recruitment process and running of the PCU $150,000</td>
</tr>
<tr>
<td>Difficult to justify high road maintenance costs</td>
<td>1. Involve communities</td>
<td>Awareness campaigns especially in VTTP Programme districts</td>
<td>Campaign and awareness costs $90,000</td>
</tr>
<tr>
<td></td>
<td>2. Develop participatory Approaches in road maintenance</td>
<td>Advocacy of RTTP and implementation of VTTP activities which are being implemented on participatory basis</td>
<td>Support to RTTP - PCU in Educating and training of PRA and other participatory approaches $50,000</td>
</tr>
<tr>
<td></td>
<td>3. Focus on Sustainable maintenance and spot improvement</td>
<td>Pilot implementation on activities in which the communities are the owners and are fully involved by using Road Fund</td>
<td>Support the efforts of the communities in sustainable maintenance and spot improvement - Skill improvement $50,000</td>
</tr>
<tr>
<td>Double Standard in supporting road maintenance requirements</td>
<td>Design a common framework for supporting road maintenance</td>
<td>Road Co-ordination is being done at the Ministry level</td>
<td>Support the establishment of road programmes co-ordination Units at District level 40,000</td>
</tr>
<tr>
<td>Low Technical and supervisory capacity at District level</td>
<td>1. Prepare a Training and retraining programme for District Engineers</td>
<td>Training is done but is limited</td>
<td>Support a training programme in RTTP areas $50,000</td>
</tr>
<tr>
<td></td>
<td>2. Recruit District Engineer to fill existing vacancies</td>
<td>Recruitment is done but slow because of the in availability of Engineers</td>
<td>Training for up - grading and skill improvement $60,000</td>
</tr>
<tr>
<td>Lack of Policy and Strategy for implementing RTTP</td>
<td>Prepare Policy and Strategy</td>
<td>1. Workshop on RTT Policy conducted</td>
<td>Involve more stakeholders in discussing the policy $70,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Policy on RTT drafted</td>
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</tr>
<tr>
<td>Gender desegrated activities in RTTP inadequate</td>
<td>Prepare Programme on how to desegregate gender issues and activities in RTTP</td>
<td>1. Workshop on gender and transport carried out. 2. Preparation of a gender and transport project under way</td>
<td>Support to the Gender and Transport Project $100,000</td>
</tr>
<tr>
<td>Inadequate capacity for implementation and Monitoring</td>
<td>Establish an Monitoring and Evaluation Framework</td>
<td>A general Monitoring and Evaluation Framework is being designed</td>
<td>Technical Assistance Support $1,000,000</td>
</tr>
<tr>
<td>Poor Data base on Transport Infrastructure</td>
<td>Establish an Information Management System on Transport Infrastructure</td>
<td></td>
<td>Establishment of IMS on Transport infrastructure in VTTP areas $100,000</td>
</tr>
</tbody>
</table>
ZAMBIA

RTTP Activities: 1999

- Developing of Programme of Action for RTTP in Zambia - Programme Document prepared.
- Study on Institutional Strengthening for Feeder Road Management undertaken
- Monitoring and Coordination of Implementation of IMT Project
- Networking with other institutions involved in RTT issues such as SRP Project, etc.
- Participation in ROADSIP Committee Meetings

Progress/Achievements: 1999

- Finalised of the Country RTTP Programme Document
- Developing of capacity in the MLGH, through establishment of RTTP Unit and recruitment of PC and National Counterpart
- Commencement of Programme of activities under the IMT Project
- Increased awareness of the role of RTTP in rural development in general through participation on ROADSIP Steering Committee and SRP Project.
- Establishment of RTTP National Steering Committee
Main Challenges

- As reported last year, the following still remain major challenges:
- Resource Mobilisation/Flow of funds: The programme requires approx. US $ 1.5 million over the next 3 yrs. Flow of funds for programme implementation needs to be improved.
- Promotion and dissemination of RTTP Programme of Action.
- Political/Continued government Commitment.
The "Transport Study in Three Districts of Zimbabwe" was commissioned by the Ministry of Transport and Energy, through funding by the Swedish International Development Agency (SIDA). The Local Consultant, Mannock Management Consultants (Private) Limited, in Collaboration with, and advisory support from the International Labor Organization, carried out the survey and technical assistance in Rushinga, Zaka and Chipinge Districts.

There is an increasing recognition that the present transport policy in Zimbabwe emphasizes the provision of and improvement of infrastructure for motorized transport. In rural areas most people live in isolation and poverty. Travel takes place in and around the community, and away from the road network. Therefore, policies and programs aimed at the provision of roads only will have a limited impact on solving rural access problems. The Terms of Reference for the study were to assess the travel and transport burden of rural population, and subsequently define recommendations at policy, planning and implementation level to address the rural access needs.

The findings show that the rural travel and transport burden is very high. Household members spend a considerable amount of time and effort on meeting their basic subsistence needs which are food, water, fuel wood and shelter. Water collection appears to be the biggest burden. The efforts are physically heavy as head carries most of the loads. Women carry the brunt of the burden.

In addition, households spend a lot of time and money to meet their social and economic needs in education, health and income generation as these opportunities are often located far from the homestead.

For members of a household who spend so much time and effort in surviving and meeting the basic needs of life, participating in other social and economic activities more difficult. A number of recommendations are made which aim to reduce the travel and transport burden on rural households by improving their access to social and economic services and opportunities, and thereby reducing the isolation that contributes to their poverty. These will also enable households, and women in particular, to devote more time to the well being of their families as well as on more productive activities. An important recommendation is to formulate and adopt a National Rural Transport Policy, which lays out strategies and provides a framework to address the travel and transport needs of the rural households. Furthermore, a number of recommendations are made to improve the planning of social services and facilitate a more efficient delivery of economic services. With regard to local level access interventions, the provision of footpaths and river crossings and availability of Intermediate Means of Transport (IMTs) will greatly assist the rural household to improve their mobility. The Rural District Councils need to be equipped and able to liaise closely with their rural constituents to prioritize, plan, interventions.
The Role Of Local Government In Rural Development.
The role of Ministry of Local Government and National Housing in rural development and urban development is threefold, namely consultative, coordinative and developmental. These roles are carried out through the lower structures and lower tiers of government, that is the urban and rural district councils.

Capacity Building Program For Rural District Councils
It has been recognized that local authorities especially the rural district councils lack capacity to perform their functions. By capacity, I refer to financial resources, equipment, skilled manpower, and the need to strengthen the institutions to enable them to carry out the functions that have been decentralized to them.

Efforts are currently underway to build up the capacity of rural district councils to enable them to perform their functions in more effective, efficient, accountable way to enable them to perform their functions.

A number of general conclusions can be drawn from the survey:
- A house (averaging 5 persons) spends on average between 60 and 70 hours per week on traveling (this excludes farm-related transport).
- In addition 17 hours (average per week) is being spent on waiting at service points.
- Women carry a disproportional amount of the burden (70 to 80 percent)
- Although ownership levels of Intermediate Means of Transport are relatively high, the use of IMTs is low as compared to ownership levels.

Information Dissemination
If need be, conduct National Workshop and invite all interested stakeholders. Findings of this study should be disseminated on a wide scale among stakeholders to increase the level of understanding about the travel and transport needs and access problems of rural Zimbabweans.

Local Government and National Housing has got lower level structures that can be manipulated/ utilized to disseminate information to the grassroots or local communities.

Other programs related to RTTP in Zimbabwe
There must be an integrated approach to planning rural travel transport development since many stakeholders play a part in this area without forgetting the local community as the key player
- Integrated Rural Water Supply and Sanitation (IRWSS) National Co-coordinating Unit housed in Ministry of Local Government and National Housing.
- Rural District Councils Capacity Building Program (RDCCBP) implemented by the Ministry of Local Government and National Housing.
- Rural Electrification Program run by Ministry of Transport and Energy.
Rural Travel and Transport Program

- Poverty Alleviation being executed by Ministry of Labor and Social Welfare.
- Communal Management for Indigenous Resources Program (CAMPFIRE) hosted by Ministry of Environment and Tourism, etc.

**Status of RTTP in Zimbabwe**
The Coordinating Group Committee for Rural Travel Transport Program met in Lome-Togo and Dar es Salaam in Tanzania in 1997 and 1998 respectively. The following were agreed upon:
- That Zimbabwe should identify the host ministry for the Program
- Appoint a National Coordinator within the ranks of government of Zimbabwe (senior government official - Deputy Secretary Level).
- Form a Steering Committee for RTTP in Zimbabwe, to facilitate the implementation of the program.
- Appoint a Program Coordinator to be assisted with a Secretary or Form a Secretariat.
- Stakeholders' Workshop to be held, to solidify interested parties of the programme to be implemented in Zimbabwe.

**Host Ministry**
The Ministry of Local Government and National Housing has agreed to host the RTTP. The RTTP has been transferred from Ministry of Transport and Energy to that of Local Government and National Housing.
Local Government and National Housing have appointed Coordinator for the Program. (National Coordinator is a Deputy Secretary in the Department of Local Government Promotion and Administration).

**Steering Committee**
Rural Travel Transport Program Steering Committee has been formed and comprised of various interested stakeholders.

**Appointment of the Program Coordinator or Formation of a Secretariat**
This has not been done because the Committee was not in place. Hopefully now that there is a Steering Committee for RTTP we will move faster to see the program being implemented.
<table>
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<tr>
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<tbody>
<tr>
<td>ACTIONS RETENUES EN NOV. 98</td>
<td>PROBLEMES RENDEZ-VOUS EN DEC 99</td>
</tr>
<tr>
<td>Mise en place d'un comité de coordination</td>
<td>Création d'une cellule technique et mise en place d'un comité de pilotage</td>
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<tr>
<td>Atelier sur la classification des routes rurales</td>
<td>Désignation d'un coordinateur du PTMR</td>
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<tr>
<td>Définition d'un concept HIMO</td>
<td>Réalisation d'un projet d'application HIMO (type Ghana)</td>
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<tr>
<td>Montage d'un programme de</td>
<td>Mise en place d'un comité de création d'une cellule technique et</td>
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<tr>
<td>formation des PME et autres acteurs</td>
<td>réalisation d'un comité de pilotage</td>
</tr>
<tr>
<td>Vulgarisation des techniques HIMO</td>
<td>- Désignation d'un coordinateur du PTMR</td>
</tr>
<tr>
<td>Etude diagnostique sur le transport en milieu rural</td>
<td>Atelier national sur le transport rural</td>
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<tr>
<td>Séminaire sur l'introduction des MIT</td>
<td>Finalisation de la stratégie sur le transport fluvial</td>
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<tr>
<td>Séminaire de restitution sur le transport fluvial avec appui de consultants</td>
<td>Séminaires régionaux sur la mise en œuvre de la SERR</td>
</tr>
<tr>
<td>Réalisation d'un projet pilote de vulgarisation des MIT</td>
<td>Préparation du projet pilote</td>
</tr>
<tr>
<td>Atelier national d'internationalisation de la SERR</td>
<td>Renforcement des initiatives sectoriel sur la mise en œuvre de la stratégie de la SERR</td>
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<tr>
<td>Mise en place d'un système de suivi-évaluation de la SERR</td>
<td>Appui à la mise en œuvre du cadre juridique</td>
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<tr>
<td>Séminaire sur l'équité H/F dans le transport rural</td>
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<tr>
<td>Séminaires régionaux sur la mise en œuvre de la SERR</td>
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<tr>
<td>Plan d'actions sectoriel sur la mise en œuvre de la stratégie nationale de lutte contre la pauvreté</td>
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<tr>
<td>Introduction du volet Genre dans le transport rural</td>
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<tr>
<td>Proposed actions in November 1998</td>
<td>What has been done since then</td>
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<tr>
<td>Feb 1999</td>
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<tr>
<td>Joined RTTP</td>
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<td>May '99</td>
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<tr>
<td>Guinea and Senegal RTTP teams visited Ghana</td>
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<tr>
<td>Ghana joined the Guinea and Senegal teams on a study tour of Benin and Togo</td>
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<tr>
<td>Firmed up decision to undertake four (4) studies</td>
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<tr>
<td>Finalised Terms of Reference (TOR)</td>
<td></td>
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<tr>
<td>Launched study on Rural Transport service and Gender in Ghana</td>
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<tr>
<td>June '99</td>
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<tr>
<td>Introduced RTTP and RMI to other Technical organization outside the Ministry of Road and Transport (MRT)</td>
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<tr>
<td>Sept'99</td>
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<tr>
<td>Cameroon RTTP team visited Ghana</td>
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<tr>
<td>Oct '99</td>
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<tr>
<td>Ghana's RTTP – National Launch.</td>
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<tr>
<td>Nov '99</td>
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<tr>
<td>Shortlisted Consultants for 3 remaining studies Invited and received proposal from Consultants.</td>
<td></td>
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<tr>
<td>Recommendation for the composition of the Steering Committee submitted to MRT</td>
<td></td>
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<tr>
<td>Proposed actions in December</td>
<td>What has been done since September 1998</td>
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<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td>Own initiatives</td>
<td>Selection of Consultants for the national Rural Transport Strategy.</td>
</tr>
</tbody>
</table>

1998

1. Launching study on Rural Transport services and Gender in Benin and Togo.
5. Promotion of the use of road maintenance in rural communities.

1999

2. Invitation to external experts for review and adoption of the Draft National Rural Transport Strategy.
3. Further studies on Gender and Rural Transport services.
4. Promotion of the use of road maintenance in rural communities.

Support required outside the Ministry of Road and Transport (MRT).
<table>
<thead>
<tr>
<th>Actions retenues en Novembre 1998</th>
<th>Qu'est-ce qui a été fait depuis ?</th>
<th>Problèmes recensés en Décembre 1999</th>
<th>Actions retenues jusqu'en Décembre 2000</th>
<th>Initiatives propres</th>
<th>Assistance requise</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Organisation Ateliers Regionaux</td>
<td>Oui</td>
<td></td>
<td>Avec National pour Validation Projet Lettre de Politique TR et installation Groupe Forum National - GUINEE Annulé</td>
<td>Appui partiel</td>
<td>PTMR</td>
</tr>
<tr>
<td>* Atelier National pour Forum National</td>
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<td></td>
<td>Lacunes de connaissances sur conditions actuelles de production de MIT</td>
<td>Appui partiel</td>
<td>PTMR</td>
</tr>
<tr>
<td>* Rencontre Forum S/Regionaux (Abidjan)</td>
<td></td>
<td></td>
<td>Absence de base de données sur TR</td>
<td>Appui partiel</td>
<td>PTMR</td>
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<tr>
<td>* Voyage Etude Abidjan (MIT - Peage)</td>
<td></td>
<td></td>
<td>Absence de prise de conscience sur l'aspect Genre</td>
<td>Appui partiel</td>
<td>PTMR</td>
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<tr>
<td>* Etudes Development MIT (Traction Animale)</td>
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<td>Appui partiel</td>
<td>PTMR</td>
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<td>Actions Pilotées:</td>
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<td></td>
<td>- Amélioration de la mobilité dans une CRD</td>
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<td>- Promotion Genre et Transport (programme bicyclettes)</td>
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<td>Actions Réseau:</td>
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<td>- Organisation Rencontre Forum S/Regionaux, Theme: Experience Guinéenne d'intégration TR dans cycle programmation des inv. pblics</td>
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<td>- Formation:</td>
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<td>- Forum régionaux</td>
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<td>- Définition cadre concertation avec collectivités</td>
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<td>- Planification genre</td>
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<td>- Advocacy</td>
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<td>- Sensibilisation CVEPs sur TR</td>
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<td>Vulgarisation:</td>
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<td>- Film sur MIT</td>
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<td>- Organisation Foire Regionale sur MIT</td>
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</tbody>
</table>

Rural Travel and Transport Program
<table>
<thead>
<tr>
<th>Proposed actions in November 1998</th>
<th>What has been done since then.</th>
<th>Current issues in December 1999</th>
<th>Needed actions up to December 2000</th>
<th>Own initiatives</th>
<th>Support required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1998</strong></td>
<td><strong>1999</strong></td>
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</tbody>
</table>
| Feb 1998                        | Joined RTTP                   | Selection of Consultants for the remaining three (3) studies and commencement of studies. | March – April
Holding of four (4) Regional workshops to review findings of studies and to provide input for the National Rural Transport Strategy. | 1. Decentralisation
Of Routine Maintenance to the District. |                 |
| May '99                         | Guinea and Senegal RTTP teams visited Ghana
Ghana joined the Guinea and Senegal teams on a study tour of Benin and Togo
Firmed up decision to undertake four (4) studies
Finalised Terms of Reference (TOR) |                             | May
Drafting and Review of the Rural Transport Strategy. | 2. Evolving a system of road maintenance prioritization in consultation with communities and stakeholders | | US$ 10,000 needed for further studies on Gender and Rural Transport Services. |
| June '99                        | Launched study on Rural Transport service and Gender in Ghana | June – August
Circulation of adopted Draft Strategy to Ministries for review and comments. |                             | 3. Promotion of the use of Labour based method in road maintenance through development of small entrepreneurs from the communities. | |
| Sept '99                        | Introduced RTTP and RMI to other Technical organization outside the Ministry of Road and Transport (MRT) | September
Presentation of Final Draft Strategy to Cabinet |                             | 4. Developed Maintenance Performance and Budgeting System. | |
| Oct '99                         | Cameroon RTTP team visited Ghana | **Nov '99**
Shortlisted Consultants for 3 remaining studies
Invited and received proposal from Consultants.
Recommendation for the composition of the Steering Committee submitted to MRT |                             | 5. Pilot study on Decentralisation | |
<table>
<thead>
<tr>
<th>Proposed actions in November 1998</th>
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<th>Own initiatives</th>
<th>Support required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sector Ministries to adopt RTT as priority in rural development programmes.</td>
<td>PRODOC circulated to sector Ministries and stakeholders. Collaboration on ROMARP. Decentralisation programme being implemented</td>
<td>Mobilisation of resources to implement interventions. Finalisation of proposals on pilot projects on construction and maintenance on RTI.</td>
<td>Strengthen collaboration with MASAF, NRA, ROMARP, NGOs. Design manuals on RTI and identify pilot districts. Conduct training programmes. Study tours.</td>
<td>Preparation of project proposals. Meetings, networking. Activate district structures. Mobilise local expertise. Draw up training programme</td>
<td>Financial resources to finalise proposals and implement interventions. Financial resources/Technical expertise.</td>
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Rural Travel and Transport Program

Malawi
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<thead>
<tr>
<th>Proposed actions in November 1998</th>
<th>What has been done since then?</th>
<th>Current issues in December 1999</th>
<th>Needed actions up to December 2000</th>
<th>Own Initiatives</th>
<th>Support Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Nigeria was not a member</td>
<td>i) RTPP Steering Committee formed in June 1998, comprising department of Rural Development of the Federal Min. of Agric. And Rural Development, Fed. Min of Women Affairs, Family Economic Advancement Programme, Fed. Min. of Works and Housing, Fed. Min. of Transport, Fed. Min. of Finance, National Planning Commission, Road vision 2000</td>
<td>i) Creating necessary awareness for RTPP</td>
<td>i) Draft final reports to be submitted by case studies consultants and the lead consultant in December 1999</td>
<td>i) Submission of RTPP final draft policy document to Government for approval and adoption of Pilot schemes to demonstrate the effective-ness of RTPP</td>
<td>i) Funding for pilot schemes</td>
</tr>
<tr>
<td></td>
<td>ii) Continuation of on-going case studies and policy and strategy action plan</td>
<td>ii) Final report to be submitted by case studies consultants and lead consultant at the end of December 1999</td>
<td>ii) Case studies to address inland water transportation needs for the Riverine areas of Nigeria</td>
<td>ii) Case studies to address inland water transportation needs for the Riverine areas of Nigeria, with respect to cultural and religious barriers on IMT's and RTI</td>
<td>iii) Funding for Gender sensitive case studies, with respect to cultural and religious barriers</td>
</tr>
<tr>
<td></td>
<td>iii) Preparation of final draft policy on RTPP</td>
<td>iii) Preparation and submission of issues and optional document (PRODOC) to be done by the lead consultant in January 2000</td>
<td>iv) Gender sensitive case study with specific reference to cultural and religious barriers as it affects IMT's and RTI</td>
<td>iv) Gender sensitive case study with specific reference to cultural and religious barriers as it affects IMT's and RTI</td>
<td>iv) Institutional strengthening of Directorate of Rural Development and other relevant agencies</td>
</tr>
<tr>
<td></td>
<td>iv) National workshop on RTPP</td>
<td>iv) RTPP Steering Committee meet in February 2000 to prepare for National Workshop</td>
<td>v) Preparation and production of workshop proceedings and final draft policy document</td>
<td>v) Preparation and production of workshop proceedings and final draft policy document</td>
<td>v) Grants for the promotion of RTPP maintenance culture</td>
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<td></td>
<td></td>
<td></td>
<td>Formulation of strategy for moving forward</td>
<td></td>
<td>Assistance in Training and capacity building to ensure maintenance and sustain-ability</td>
</tr>
<tr>
<td>1998 Proposed actions in November 1998</td>
<td>What has been done since then?</td>
<td>1999 Current issues in December 1999</td>
<td>Needed actions up to December 2000</td>
<td>Own initiatives</td>
<td>Support required</td>
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</tr>
<tr>
<td>Cadre institutionnel inanequat</td>
<td></td>
<td>Finaliser la lettre de politique de transport rural</td>
<td>Organizer des ateliers pour la validation de la lettre de politique et la mise en place d'un comite de pilotage</td>
<td>Appui financier pour consultant et organization atelier</td>
<td></td>
</tr>
<tr>
<td>Manqué de donnees avec une differenciation sur le genre</td>
<td>Collecte de donnees pour identifier la demande</td>
<td>Validation de la Lettre de Politique par le GVT</td>
<td>Mise a disposition de locaux et de personnels d'appui</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Les question du genre ne sont pas</td>
<td>Campagne de sensibilisation Conception de</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructures rurales non adaptees</td>
<td>Promotion utilization HIMO Projet de DAO adapte elimination des points critiques et gestion decentralisees Renforcement des capacites des acteurs dans planification et gestion des infrastructures</td>
<td>Agetip BIT PNIR Mise en place documentations</td>
<td></td>
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</table>

Senegal Rural Travel and Transport Program
<table>
<thead>
<tr>
<th>Proposed actions in November 1998</th>
<th>What has been done since then?</th>
<th>Current issues in December 1999</th>
<th>Needed actions up to December 2000</th>
<th>Own Initiatives</th>
<th>Support Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td>- Lack of a rural transport strategy with links to broader economic and social policies</td>
<td>- Development of a rural transport plan to identify different types of rural areas</td>
<td>- Rural transport strategy:</td>
<td>- Advisors for rural transport strategy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Poverty Alleviation Funds allocated to road and bridge maintenance. Programme encouraged labour-based construction and SMME development</td>
<td>- Development of a rural transport plan to identify different types of rural areas</td>
<td>- Development of rural typology</td>
<td>- Information sharing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Afribike bicycle projects</td>
<td>- Rural household surveys to understand rural needs</td>
<td>- Household survey</td>
<td>- Grant funding for some pilot projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Allocation of funding for rural transport</td>
<td>- Understanding rural development trends</td>
<td>- Study of rural development trends</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Lack of coordination of rural activities</td>
<td>- Pilot projects to feed into strategy</td>
<td>- Funding strategy</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Lack of reliable data for planning and decision-making</td>
<td>- Capacity development of local transport forums and local government</td>
<td>- Co-ordination of rural development</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- Lack of gender focus</td>
<td>- Developing funding strategy for projects and institutional capacity building</td>
<td>- Development of GIS</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>- Investigate means of coordination of rural activities</td>
<td>- Pilot projects including:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- GIS to be developed for rural</td>
<td>- Rural scholar bicycle programme</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>- Others to be identified as part of strategy</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>- Capacity development projects</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>- Set up gender committee</td>
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<td>Proposed actions in November 1998</td>
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<td>Own Initiatives</td>
<td>Support Required</td>
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</tr>
<tr>
<td>1. Recruit PC</td>
<td>• Process started</td>
<td>• Candidates short listed and awaiting interview</td>
<td>• Finalise recruitment of the PC</td>
<td>• Finalise the recruitment of the PC</td>
<td>• Financing the RTPP unit USD 50,000</td>
</tr>
<tr>
<td>2. Open RTPP account</td>
<td>• Account opened</td>
<td>• Account to be made operational after the recruitment of the PC</td>
<td>• Account to be operational</td>
<td>• Ensure account is in operation</td>
<td>• N/A</td>
</tr>
<tr>
<td>3. Establish a RTPP coordination unit</td>
<td>• Not yet established</td>
<td>• To be established after the PC is in place</td>
<td>• Coordination unit to be established</td>
<td>• Provide the office facilities</td>
<td>• Fund the procurement of the equipment and operational costs USD 100</td>
</tr>
<tr>
<td>4. Workshop on RTPP programming</td>
<td>• That is done in June 1999</td>
<td>• Held in June 1999</td>
<td>• Follow up workshops in VTTP districts</td>
<td>• Organize workshops</td>
<td>• Funding for the workshops USD 6,000</td>
</tr>
<tr>
<td>5. Workshop on gender and the transport</td>
<td>• Done in June 1999</td>
<td>• Held in June 1999</td>
<td>• Follow up workshops in VTTP districts</td>
<td>• Organize workshops</td>
<td>• Funding for the workshops USD 6,000</td>
</tr>
<tr>
<td>7. Prepare RTPP project document</td>
<td>• Initial steps taken</td>
<td>• Process could be continued</td>
<td>• Finalise drafted project document</td>
<td>• Discuss document with stakeholders</td>
<td>• Support documentation and dissemination costs USD50,000</td>
</tr>
<tr>
<td>8. Prepare gender and the transport programme document</td>
<td>• Process has started</td>
<td>• Process to be continued</td>
<td>• Finalise drafted project document</td>
<td>• Discuss document with stakeholders</td>
<td>• Support documentation and dissemination costs USD50,000</td>
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<tr>
<td>9. Formulation of RTPP policy</td>
<td>• First draft ready</td>
<td>• Further action awaits the finalization of Rural Development Policy</td>
<td>• To be discussed with stakeholders</td>
<td>• Organization workshops</td>
<td>• Funding of the workshops USD 50,000</td>
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<tr>
<td>10. Piloting VTTP in seven districts</td>
<td>• Two more districts were added</td>
<td>• Five districts piloting VTTP</td>
<td>• To cover the remaining four</td>
<td>• Follow up with the individual donors</td>
<td>• N/A</td>
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<tr>
<td>Proposed actions in November 1998</td>
<td>What has been done since then?</td>
<td>Current issues in December 1999</td>
<td>Needed actions up to December 2000</td>
<td>Own Initiatives</td>
<td>Support Required</td>
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</tr>
</tbody>
</table>
| 1. Launch Baseline Study for RTTP (Prepare Terms of Reference) | • Uganda's Rural and Urban Roads overall Strategies developed  
• Two Stakeholders' Workshops held in Kampala  
• TOR and Budget prepared and sent to RTTP's Regional Office in Harare in July 1999 | • Developing Rural Transport and Infrastructure Strategies from the new Rural / Urban Roads Strategies  
• Low capacity for dissemination of new Rural / Urban Roads Strategies  
• Processing White Paper on emerging Rural / Urban Roads Strategies | • Baseline Study for RTTP funded and completed  
• Workshops for processing Rural / Urban Roads Strategies  
• Because of new Strategies Rural Transport White Paper to be prepared | • Provision of all Study Reports  
• Preparation of Terms of Reference  
• Mobilizing Local Government to new Stakeholders | • Financial and Technical Support for the way forward on Rural Transport Issues  
• Funding of two Local Government and Stakeholders Workshops  
• Short term Consultancies for processing new Rural / Urban Roads Strategies |
| 2. Obtain RTTP Status for Uganda | • Feedback from RTTP's Regional Office in Harare awaited | • Rural Transport Issues agreed in proposed White Paper and Programme made | • Preparation of Background documents | • Preparation of White Paper | • Support for RTTP Office (rent, basic staff, operations, etc.) |
| 3. Liaise with RMI for Awareness Creation | • Liaison with RMI  
• Awareness creation Workshops funds | • Need to redefine placement of RTTP and RMI within emerging Strategies | • RTTP and RMI activities promoted | • Continued Cooperation with RMI and shared objectives | • Shared information |
| 4. Open-up RTTP Office in Kampala | • Contacts with DFID, World Bank, GTZ and Danida made | • Rural travel issues be considered as Strategy Report is ready  
• Lack of capacity in Local Governments | • RTTP Office opened in Kampala | • Shared Office with RMI space if possible | • Support for RTTP Office (rent, basic staff, operations, etc.) |
<p>| 5. Study Tours to Zambia, Malawi, Mozambique and Tanzania | • Study Tour 15 Tanzania to be funded by Danida | • Study Tours as programmed | • Study Tours to include Local Government | • Financial Support for Study Tours | • Financial Support for Study Tours |</p>
<table>
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<tr>
<th>Proposed actions in November 1998</th>
<th>What has been done since then?</th>
<th>Current issues in December 1999</th>
<th>Needed actions up to December 2000</th>
<th>Own initiatives</th>
<th>Support required</th>
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</thead>
<tbody>
<tr>
<td>Pilot Studies and Demonstrations under IMT project</td>
<td>Pilot studies under IMT undertaken. Demonstrations still being planned for.</td>
<td>Continued government/Political commitment to RTT issues</td>
<td>Information/database development on RTT issues.</td>
<td></td>
<td>US 5,000.00</td>
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<tr>
<td>Credit Facilities and Community Mobilization and IMT Promotion</td>
<td>Currently being planned for the coming year.</td>
<td></td>
<td>Development of legal framework for RTT</td>
<td></td>
<td>US 15,000.00</td>
</tr>
<tr>
<td>Targeted sensitization of Political leaders at all levels through Study Tours, demonstration and RTT interventions</td>
<td>Not undertaken during the current year.</td>
<td></td>
<td>Targeted sensitization of political leaders at all levels</td>
<td></td>
<td>US 15,000.00</td>
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<tr>
<td>Regular Consultation meetings with Donors</td>
<td>Not undertaken during 1999.</td>
<td></td>
<td>Impact assessment study of Community Transport and Infrastructure Project</td>
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<td>US 30,000</td>
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<tr>
<td>Develop well defined and planned RTTP</td>
<td>Undertaken</td>
<td></td>
<td>Gender Strategy Development Study</td>
<td></td>
<td>US 20,000</td>
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<tr>
<td></td>
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<td></td>
<td>Implementation of recommendations of the institutional Strengthening Study</td>
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</tr>
<tr>
<td>Capacity building for community mobilization for planning, implementation and financing</td>
<td>Not undertaken</td>
<td>Coordinate TRL study on socio-economic impact of feeder roads management.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Include gender concerns in planning stages of interventions.</td>
<td>Being considered under IMT Project.</td>
<td>Implement Pilot phase of IMT Project</td>
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<tr>
<td></td>
<td></td>
<td>Consultations with donors on RTP Program of Action</td>
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<td>Harmonization of Policy and Actions of RTP related programs under ROADSiP.</td>
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<td></td>
<td></td>
<td>Establish Forum Groups for RTT at district level.</td>
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</table>

<table>
<thead>
<tr>
<th>What has been done since then?</th>
<th>Current issues in December 1999</th>
<th>Needed actions up to December 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lack of a gender policy</td>
<td>Meetings with donors Seminars with donors</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US 2,000.00</td>
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<tr>
<td></td>
<td></td>
<td>District level workshops</td>
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</table>

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<tr>
<th>Own initiatives</th>
<th>Support required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meetings with donors Seminars with donors</td>
<td>US 2,000.00</td>
</tr>
<tr>
<td>District level workshops</td>
<td>US 10,000</td>
</tr>
<tr>
<td>Proposed actions in November 1998</td>
<td>What has been done since then?</td>
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<tr>
<td>----------------------------------</td>
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</tr>
<tr>
<td>Identification of the host Ministry</td>
<td>Host Ministry identified – Ministry of Local Government and National Housing</td>
</tr>
<tr>
<td>Formation of RTTP Steering Committee</td>
<td>Formed</td>
</tr>
<tr>
<td>Appointment of the National Co-ordinator (from Govt side).</td>
<td>Done</td>
</tr>
<tr>
<td>Appointment of the Programme Co-ordinator.</td>
<td>Not yet</td>
</tr>
<tr>
<td>Form a Secretariat</td>
<td>&quot;</td>
</tr>
<tr>
<td>Stakeholders Workshop - National Level.</td>
<td>Not yet</td>
</tr>
<tr>
<td>Proposed actions in November 1998</td>
<td>What has been done since then?</td>
</tr>
<tr>
<td>----------------------------------</td>
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</tr>
<tr>
<td>Study/Survey on RTTP in three districts of Zimbabwe: Zaka, Rushinga and Chipinge.</td>
<td>Done</td>
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<tr>
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<td></td>
<td>Formed</td>
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<tr>
<td>National Policy on Rural Travel Transport</td>
<td>Not yet</td>
</tr>
</tbody>
</table>

**Zimbabwe**

(Cont.)
After the 14th Coordinating Committee Meeting of the RTTP, participants were asked to evaluate the event. The summary of the evaluations is attached hereto.

The overall conclusion of the event by the participants was positive, with the following highlights:

- Seminar arrangement and logistics were good, with the exception of the quality of translation services;
- The length of the meeting was appropriate; there was a marked preference for increasing group work, decreasing formal presentations and maintaining emphasis on field trips;
- The overall outcome of the meeting was overwhelmingly deemed beneficial to the expected future work of the participants;
- These highlights will be factored into the design of future RTTP events.
14th Coordinating Committee Meeting

14th Annual RTTP Coordinating Meeting – 1-3 December 1999 - Pretoria

Evaluation Form

Yourself:
1. Are you:
   □ a RTTP representative?
   □ A donor representative?
   □ A partner organization representative?
   □ Others? ________
2. Did you attend the 13th Annual Coordinating meeting in Dar es Salaam?
   □ Yes □ No

Logistics
4. Were the accommodations satisfactory?
   □ Yes □ No
5. Were the trip arrangements properly managed?
   □ Yes □ No
6. Was the conference center adequate?
   □ Yes □ No
7. Was the staff helpful in solving the problems you faced?
   □ Yes □ No
8. How would you assess the quality of translation?
   □ Good □ Fair □ Bad

Form of the seminar
9. How was the duration of the seminar?
   □ Too short □ Ok □ Too long?
10. Would you be in favor of increasing or decreasing the number of formal presentations?
    □ Increase □ Decrease □ Same
11. Would you like more interaction group work?
    □ More □ Less □ Same
12. What other form of discussion/interrelation between participants, if any, would you suggest?

_____________________________________________________

13. Is the question of presentation/discussion language a concern to you?
    □ Yes □ No
14. If yes, how would you like to see this improved?

_____________________________________________________

_____________________________________________________
Content

1. To what extent did the meeting enhance your capacity to take stock of your past year work?
   ☐ Not at all  ☐ A little  ☐ A lot.

2. How useful was the meeting to help you define a better action plan for the year ahead?
   ☐ Not at all  ☐ A little  ☐ A lot.

3. To what extent did the meeting provide you with new ideas from other countries/experiences?
   ☐ Not at all  ☐ A little  ☐ A lot.

4. To what extent did interacting with other participants help you in finding better solutions to your current problems?
   ☐ Not at all  ☐ A little  ☐ A lot.

5. Will the field trips be helpful in your future work?
   ☐ Yes  ☐ No

6. Did the meeting meet your expectations?
   ☐ Yes  ☐ No

7. Please, explain:

8. As a whole, would you qualify the meeting as:
   ☐ Beneficial?  ☐ Unnecessary?  ☐ Detrimental?

Other comments:
14ème Réunion Annuelle de Coordination du PTMR – 1-3 Décembre 1999 - Pretoria

Formulaire d'Évaluation

Informations personnelles
Etes-vous:
un représentant PTMR?
un représentant d'un bailleur de fonds?
un représentant d'une organisation partenaire?
Autres?

Etiez-vous à la 14ème Réunion Annuelle de Coordination du PTMR à Dar es Salaam?
☐ Oui ☐ Non

Etes-vous: ☐ Francophone ? ☐ Anglophone ?

Logistique
Les conditions d'accueil étaient-elles satisfaisantes ?
☐ Oui ☐ Non

Votre transport a-t-il été bien organisé ?
☐ Oui ☐ Non

Le centre de conférence était-il approprié ?
☐ Oui ☐ Non

Les membres de l'équipe vous ont-ils utilement aider à résoudre vos problèmes sur place ?
☐ Oui ☐ Non

Quel est votre appréciation de la qualité de la traduction ?
☐ Bonne ☐ Normale ☐ Mauvaise

Forme du séminaire
Le séminaire était-il :
☐ Trop long ? ☐ Suffisamment long ? ☐ Trop court ?

Etes-vous en faveur d'une augmentation ou d'une diminution du nombre de présentations formelles ?
☐ Augmentation ☐ Diminution ☐ Identique

Préférez-vous plus ou moins de travaux de groupe ?
☐ Plus ☐ Moins ☐ Identique

Quel autre forme de discussion/échange entre les participants vous semble manquer ?

______________________________

______________________________

______________________________

La langue utilisée pour les présentations et discussions est-elle un problème d'après vous ?
☐ Oui ☐ Non

Si Oui, comment pourrait-on améliorer ceci ?
Fond
Dans quelle mesure cette réunion a-t-elle amélioré votre capacité à faire le bilan de votre travail de l'année passée ?
☐ Pas du tout  ☐ Un peu  ☐ Beaucoup
Quelle a été l'utilité de cette réunion dans la définition d'un meilleur plan d'action pour l'année à venir ?
☐ Pas du tout  ☐ Un peu  ☐ Beaucoup
Dans quelle mesure cette réunion vous a-t-elle apporté des idées nouvelles en provenance d'autres pays ou d'autres expériences ?
☐ Pas du tout  ☐ Un peu  ☐ Beaucoup
Dans quelle mesure les échanges avec les autres participants vous ont-ils permis de trouver de meilleures solutions pour les problèmes auxquels vous devez faire face ?
☐ Pas du tout  ☐ Un peu  ☐ Beaucoup
Les visites de terrain vous auront-elles été utiles pour votre travail ?
☐ Oui ☐ Non
La réunion a-t-elle été au niveau de vos attentes ?
☐ Oui ☐ Non
Pourriez-vous expliquer, s'il vous plaît ?

_________________________________________
_________________________________________
_________________________________________
_________________________________________

Dans son ensemble, qualifiez-vous la réunion comme :
☐ Bénéfique ? ☐ Inutile ? ☐ Nuisible ?

Autres commentaires:
_________________________________________
_________________________________________
_________________________________________
_________________________________________

217
<table>
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<td>YES</td>
<td></td>
<td>Amakoé<a href="mailto:.adolehoume@inrets.fr">.adolehoume@inrets.fr</a></td>
<td>2 avenue Gal Malleret, Joinville, France</td>
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<td>F: 33 1 454 756 06</td>
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<td>Brinkmann Peter</td>
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<td><a href="mailto:Peter.brinkmann@kfw.de">Peter.brinkmann@kfw.de</a></td>
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**SSATP: 14th RTTP & RMI Coordinating Committee Meeting, Pretoria, South Africa**
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<td><a href="mailto:M_rizzo@yahoo.com">M_rizzo@yahoo.com</a></td>
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<td>6, King George V Road, P.M.B. 12745, Lagos, Nigeria</td>
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<td>Westerhuis M.W.</td>
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<td>International Roads Federation</td>
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<td>Essombe Naah Esther G.</td>
<td>National Coordinator</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>Ptmr <a href="mailto:Ptmr@lccnet.Cm">Ptmr@lccnet.Cm</a></td>
<td>Coordinateur du PTMR, Ministère des Transports, Yaounde, Cameroon Field Office: T/F: 237 22 67 75</td>
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<tr>
<td>Etende Hippolyte</td>
<td>Program Coordinator</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>Hippolyte Etende Nkodo <a href="mailto:Routesrurales@lccnet.Cm">Routesrurales@lccnet.Cm</a></td>
<td>Coordonné des Routes rurales Ministère des Travaux Publics, Yaounde, Cameroon T: 237 22 01 30 F: 237 22 97 05</td>
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<tr>
<td>Jean Martin Etoundi</td>
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<td>Toure Alhasanee Aminata</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td>Directeur National du Génie, Ministère de l'Agriculture et de l'Elvage, Abidjan T: 224 220883 / 210631</td>
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<td>Leulseged Ageze</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
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<td>Development Works Co-ordination Bureau, Regional Affairs Sector, Prime Minister's Office, P.O. Box 1031, Addis Ababa T: 251 55 20 44 ext. 263 F: 251 01 51 31 18</td>
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<td>YES</td>
<td>YES</td>
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<td>Ethiopian Roads Authority, P.O. Box 1770, Addis Ababa, Ethiopia T: 251 51 69 62/15 66 03 F: 251 1 51 48 66</td>
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<td>Nahusenay Tesfamichael</td>
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<td>E. N. K. Ashong</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Dir@ghana.com">Dir@ghana.com</a></td>
<td>Department of Feeder Roads, P.M.B. Ministries Post Office, Accra</td>
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<tr>
<td>Antwi C. D.</td>
<td>Director</td>
<td>YES</td>
<td>YES</td>
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<td>Moses Kojo Robert</td>
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<td>President Ghan Road Haulage Association, P.O. Box C. O. 1414, Tema</td>
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<tr>
<td>Tawia Addo-Ashong</td>
<td>Transport Specialist</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:taddoashong@worldbank.org">taddoashong@worldbank.org</a></td>
<td>The World Bank Resident Mission, 69, Dr. Iset Road, North Ridge Residential Area, Accra</td>
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<tr>
<td>Danso Henry</td>
<td>Contact - <a href="mailto:Amacbruce@worldbank.org">Amacbruce@worldbank.org</a></td>
<td>The World Bank Resident Mission, 69, Dr. Isset Road, North Ridge Residential Area, Accra</td>
<td>T: 233 21 229681</td>
<td>F: 233 21 227887</td>
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<tr>
<td>Antwi Collins</td>
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<td>Bah Alpha</td>
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<td><a href="mailto:Abah@worldbank.org">Abah@worldbank.org</a></td>
<td>RTTP Country Coordinator, Villa 46, Cité des Nations, B.P. 5406, Conakry</td>
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<tr>
<td>Camara Sanah</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Bnabbe@yahoo.fr">Bnabbe@yahoo.fr</a></td>
<td>Chef BTGR, Kindia DNGR, MAE Conakry</td>
<td>T: 224 210 631</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>Ptmr - Mtp <a href="mailto:Ptmrmtp@Dts.Mg">Ptmrmtp@Dts.Mg</a></td>
<td>Ministère des Travaux Publics, Direction de la Gestion de l'Entretien Routier, Porte No. 412 Antananarivo, Madagascar</td>
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<tr>
<td>Ramarokoto Samimiadan A Daniel</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Sta@simicro.mg">Sta@simicro.mg</a></td>
<td>Presidente du Comite Technique de la reformed du service public, 2 Rue Rainitovo, Antsahavola, Antananarivo</td>
<td>T: 261-20 22 216 28 F: 261-20 22 213 07</td>
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<td>Raharison Pierre</td>
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<td>Kantema Joe</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Localgovt@malawi.ne">Localgovt@malawi.ne</a></td>
<td>Department of District &amp; Local Government Administration, P. O. Box 30312, Lilongwe 3,</td>
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<td>Chibwana Arthur Christian</td>
<td>Program Coordinator</td>
<td>YES</td>
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<td><a href="mailto:Localgovt@malawi.ne">Localgovt@malawi.ne</a></td>
<td>Department of Local Administration, P.O. Box 30312, Lilongwe 3, T: 265 782 227, F: 265 780 242</td>
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<td>Guta Christopher W.</td>
<td>Director General</td>
<td>YES</td>
<td>YES</td>
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<td><a href="mailto:Mirdc@malawi.net">Mirdc@malawi.net</a></td>
<td>Malawi Industrial Research &amp; Technology Development Centre, T: 265 623 805 / 912, F: 265 623 912</td>
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<td>Chongo Natalia Maria</td>
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<td><a href="mailto:FRP@vieconn.com">FRP@vieconn.com</a></td>
<td>Administração Nacional de Estradas Av. De Mocambique, No.1225 Caixa Postal 403 - Maputo</td>
<td>T: 475 045, F: 475 221</td>
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<td>Soufiane Magagi Habou</td>
<td>Observer</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Pol@intrut.ne">Pol@intrut.ne</a></td>
<td>Directeur des Routes Rurales, Ministère de l'Environnement des Infrastructures et des Transports, BP235</td>
<td>T: 227 72 21 57, F: 227 72 21 79</td>
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<tr>
<td>Adesina M. O.</td>
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<td>YES</td>
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<td><a href="mailto:Sshwed@infoweb.abc.net">Sshwed@infoweb.abc.net</a></td>
<td>SSHWED Associates, N6-532c, Oyo Road, Mokola –</td>
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<td>Aly Lo</td>
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<td>YES</td>
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<td>YES</td>
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<td>L’Association des Presidents de Conseil Rural du Senegal A Place Inst. Dakar BP3668</td>
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<td>Sarr Saliou</td>
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<td>YES</td>
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<td><a href="mailto:Cncr@telecomplus.sn">Cncr@telecomplus.sn</a></td>
<td>Conseil National de Concertation et de Cooperation des Ruraux (CNCR), Route du Front de Terre x Bourgulba prolongé lot No. 53 T: 221 827 5088 F: 221 632 1101</td>
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<td>Mashiri Mac</td>
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<td>YES</td>
<td></td>
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<td>CSIR Transportek Brummeria, P.O. Box 395, Pretoria 0001 T: 27 12 841 2905 F: 27 12 841 3232</td>
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<tr>
<td>Mr. Thami Manyathi</td>
<td>He is chief director</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td><a href="mailto:Manyath@dotho.kznt">Manyath@dotho.kznt</a></td>
<td>Roads &amp; Transportation Planning T: +27 33 3558633 F: +27 33 3558076</td>
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<tr>
<td>Musingi Richard</td>
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<td>YES</td>
<td>YES</td>
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<td>Ministry of Regional Admin. &amp; Local Govt. P.O. Box 1923, Dodoma T: 255 61 22681 F: 255 61 22168</td>
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<tr>
<td>Mwasha Obed K. District Executive Director</td>
<td>YES</td>
<td>YES</td>
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<td>Ministry of Regional Administration and Local Government T: 255 053 47303 F: 255 061 22168</td>
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<tr>
<td>Kimambo I. N.</td>
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<td>YES</td>
<td>YES</td>
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<td><a href="mailto:Kapsel@intafrica.com">Kapsel@intafrica.com</a></td>
<td>Kand Associates (KAPSEL) T: 255 51 115639 F: 255 51 114261</td>
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<tr>
<td>Lubambo Peter</td>
<td>Director – DISS</td>
<td>YES</td>
<td>YES</td>
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<td>Dept. of Infrastructure &amp; Support Services, P.O. Box 50027, Lusaka, Zambia T: 260 1 253 643 F: 260 1 252 503</td>
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<td>Mwiinga Billy</td>
<td>Program Coordinator – RTTP</td>
<td>YES</td>
<td>YES</td>
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<td><a href="mailto:Billy.mwiinga@endorgmail.com">Billy.mwiinga@endorgmail.com</a></td>
<td>Ministry of Local Govt. &amp; Housing, P.O. Box 50027, Lusaka T: 260-1 251128 F: 260-1 251128</td>
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<td>Chakaipa S.</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>Deputy Secretary, Ministry of Local Government &amp; National Housing, Pvt. Bag 7706, Causeway, Harare</td>
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<td>Dengu Ebbie</td>
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<td>YES</td>
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## Road Management Initiative

### Angola

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<td>INEA Rua Amilcar Cabral 35-3, Luanda, Angola</td>
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<td>T: 244 2 332828/ 391536 F: 244 2 335 754</td>
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<td>De Barros José de Jesus Pedro</td>
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<td>YES</td>
<td>YES</td>
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<td>Transnorte –EP Rodoviária do Norte, Rua Major Kanhangulo No. 127, Luanda T: 244 2 311504/311783 F: 244 2 311504</td>
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### Cameroon

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<td>Takam Jean-Marie</td>
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<td>YES</td>
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<td><a href="mailto:Jmtakam@ccnet.cm">Jmtakam@ccnet.cm</a></td>
<td>Ingénieur en Chef de Génie Civil, Ministère des Travaux Publics, B.P. 14 309, Yaounde T: 237 23 31 70 F: 237 23 06 52</td>
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### Cape Verde

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<tr>
<td>Eng. Eduardo Monteiro Lopes</td>
<td>Observer</td>
<td>YES</td>
<td>YES</td>
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<td><a href="mailto:Mt@icvtelecom.cv">Mt@icvtelecom.cv</a></td>
<td>Director do Fundo Rodoviário, Achada Santo António - Praia T: 238 615703 C: 238 912509 F: 238 61 4822</td>
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<tr>
<td>Loyde Monteiro</td>
<td></td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Loidem@hotmail.com">Loidem@hotmail.com</a></td>
<td>Cvc- Construcos de Cabo Verde Archada Grande, Apartado 242 – Praia Santiago T: 238 633 831 C: 238 912 756 F: 238 633 221</td>
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<td>YES</td>
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<td>Ethiopian Roads Authority, P.O. Box 1770, Addis Ababa, Ethiopia T: 251 1 156 603 F: 251 1 514 866</td>
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<td>Olana Luel Haile</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td></td>
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<td><strong>GHANA</strong></td>
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<td>Lamptey Joseph</td>
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<td>Ministry of Roads &amp; Transport, P.O. Box M38, Accra T: 233 21 665 143 F: 233 21 667 935</td>
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<tr>
<td>Moses Robert</td>
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<td>YES</td>
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<td>YES</td>
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<td>Member, Ghana Road Fund Board, P.O. Box C.O. 1414, Tema-Ghana T: 233 022 20 4986 F: 233 221 6198</td>
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<tr>
<td>Gueye Ahmadou</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Bnabbe@yahoo.fr">Bnabbe@yahoo.fr</a></td>
<td>Bureau de la Planification, Ministère de l'Equipement et des Travaux Publics, Conakry, Guinée T: 224 41 18 11 F: 224 41 35 77</td>
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<tr>
<td>Souleyman Cissé</td>
<td>President</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Bnabbe@yahoo.fr">Bnabbe@yahoo.fr</a></td>
<td>Union Nationale des Transporteurs de Guinée</td>
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<tr>
<td>Draure_Bah S.</td>
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<td>YES</td>
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<td>MCBC Ltd., P.O. Box 90167, Mombasa T: 254-11 490714/6 F: 254-11 49090</td>
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<td>Masoabi John Taole</td>
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<td>YES</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Mowfcmu@lesoff.co.za">Mowfcmu@lesoff.co.za</a></td>
<td>Department of Planning Ministry of Public Works &amp; Transport, P.O. Box 20, Maseru T: 266 324 381 F: 266 310 125</td>
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<td><a href="mailto:Roadfund@adelfang.co.za">Roadfund@adelfang.co.za</a></td>
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<td>He prefers to travel by road to Pretoria. Should we reimburse him for petrol?</td>
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<td>Road Fund, Road Fund Secretariat, 4th Floor, New Post Office, Maseru</td>
<td>T: 09 266 331696</td>
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<td>YES</td>
<td><a href="mailto:Cciamtp@dts.mg">Cciamtp@dts.mg</a> or <a href="mailto:paormad@dts.mg">paormad@dts.mg</a></td>
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<tr>
<td>Directeur du la planification et de la programmation, Ministère des Travaux Publics, Antananarivo 101</td>
<td>T: 261 20 22 358 34</td>
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<tr>
<td>Rasoavahiny Justine</td>
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<td><a href="mailto:Scpp.mtp@alto.mg">Scpp.mtp@alto.mg</a></td>
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<td>Ministère des travaux publics, Antananarivo</td>
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<td><a href="mailto:Sta@simicro.mg">Sta@simicro.mg</a></td>
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<tr>
<td>Dr Chargé d'Etude du Comité Technique de la reformed du service public, 2 Rue Rainitovo, Antsahavola, Antananarivo</td>
<td>T: 261-20 22 216 28</td>
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<td>Matimbe H. D. Shadreck</td>
<td>Vice-Chairman</td>
<td>YES</td>
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<td>National Roads Authority, Pvt. Bag B346, Lilongwe 3</td>
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<td><a href="mailto:Mugunhe@zebra.ue">Mugunhe@zebra.ue</a></td>
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<td>Project Sectoral de Transport, Minister des Travaux Publicx, Transport &amp; Communication, BP 24 Kigali T: 250 8301067 F: 250 775860</td>
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<td>Lyatuu Willey A.</td>
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<td>YES</td>
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<td>Ministry of Works, P.O. Box 9423, Dar es Salaam T: 255-51 137 437 F: 255-51 137 437</td>
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<td>Mang'enerya Rose Mrs.</td>
<td>Chairperson</td>
<td>YES</td>
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<td>Road Fund Board, c/o Ministry of Works, P.O. Box 9423, Dar es Salaam T: 255 51 137437 F: 255 51 137437</td>
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<td>Directeur General Adjoint des TP, Direction Générale des TP, Ministère des Mines De l'Equipement, de l'Energie et des Telecomunications, B.P. 335 Lomé T: 228 - 21 78 05 F: 228 - 21 68 12</td>
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<td>Musumba William</td>
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<td><a href="mailto:Twins@imul.com">Twins@imul.com</a></td>
<td>Ministry of Works, Housing &amp; Comms. P.O. Box 10, Entebbe T: 256 41 232 6037 F: 256 41 231 665</td>
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<td>Mwedde J. G. Engr.</td>
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<td>Deputy Director Road Agency Formation Unit, P.O. Box 10, Entebbe T: 256 41 232 6037 F: 256 41 231 665</td>
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<td>Jhala Raymond</td>
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<td><a href="mailto:Nrb@zamnet.zm">Nrb@zamnet.zm</a></td>
<td>Chairman, National Roads Board, P.O. Box 50695, Fairley Road, Lusaka T: 260 1 253145/250823 F: 260 1 253 154</td>
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<tr>
<td>Gananadha</td>
<td>Executive Director/RMI Consultant</td>
<td>YES</td>
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<td><a href="mailto:Nrb@zamnet.zm">Nrb@zamnet.zm</a></td>
<td>National Roads Board P.O. Box 50695, Lusaka, T: 260 1 253145/250823 F: 260 1 253 154</td>
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<td>Dangare F.</td>
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<td>YES</td>
<td>YES</td>
<td><a href="mailto:Zimrcdu@primenetzw.com">Zimrcdu@primenetzw.com</a></td>
<td>16th Floor, Kaguvi Bldg. Cnr. 4th St./Central Ave. T: 263-4 700991/702685 F: 263-4 700817</td>
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<td>Davison G.</td>
<td>Executive Officer</td>
<td>YES</td>
<td>YES</td>
<td></td>
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<td>Commercial Farmers Union, P.O. Box WGT 390, Westgate, Harare T: 263 4 309 800 F: 263 4 309 874</td>
</tr>
<tr>
<td>Keita Gaboné</td>
<td>1st Vice-President</td>
<td>YES</td>
<td>YES</td>
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<td></td>
<td>Directeur des Travaux Publics, BP 1758, Bamako, Mali T: 223 224096 / 222902 F: 223 224096</td>
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<tr>
<td>Nkili Bengone Jean-Paul</td>
<td>2nd Vice-President</td>
<td>YES</td>
<td>YES</td>
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<td>Directeur Général des Travaux Publics, BP 49, Libreville, Gabon T: 241 763845/762934 F: 241773750</td>
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<tr>
<td>Randrianarisoa Richard</td>
<td>Conseiller</td>
<td>YES</td>
<td>YES</td>
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<td><a href="mailto:Sgmtp@dts.mg">Sgmtp@dts.mg</a></td>
<td>Secrétaire Général, Ministère des Travaux Publics et des Communications, BP 295, Antananarivo 101, Madagascar T: 261 2022 29551 / 2022 25834 F: 261 2022 34946 / 2022 30700</td>
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<td>Directeur des Routes et Ouvrages d'Art, Ministère des Travaux Publics et des Transports BP 351, Cotonou, Benin T: 229 313204 F: 229 312851/310617</td>
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<td>Directeur des Routes et Voiries, BP V 95, Abidjan, Cote D'Ivoire T: 225 329088/332729 F: 225 329088</td>
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<td>Bangoura Kiridi</td>
<td>Permanent Secretary, Ministry of Territorial Administration &amp; Decentralization, Guinea</td>
<td>YES</td>
<td>YES</td>
<td><a href="mailto:Bnabbe@yahoo.fr">Bnabbe@yahoo.fr</a></td>
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<tr>
<td>Mrs. Lulu Gwagwa</td>
<td>Chief Executive Officer</td>
<td>YES</td>
<td></td>
<td></td>
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<tr>
<td>Freeman Peter, CSIR</td>
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<td><a href="mailto:Pfreeman@csir.co.za">Pfreeman@csir.co.za</a></td>
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<td>Ms. Olubanke King-Akerele</td>
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<td>Archondo Rodrigo</td>
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