



# Status of rural access in Africa'

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# What is Rural Access?

- Rural access can be broadly defined as the ability for any member of society to reach a wide range of opportunities through a mode of transport, and for goods to be transported between a wide range of origins and destinations
- Universal rural access is embodied in SDG target 9.1: “Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.”

# Why Rural Access?

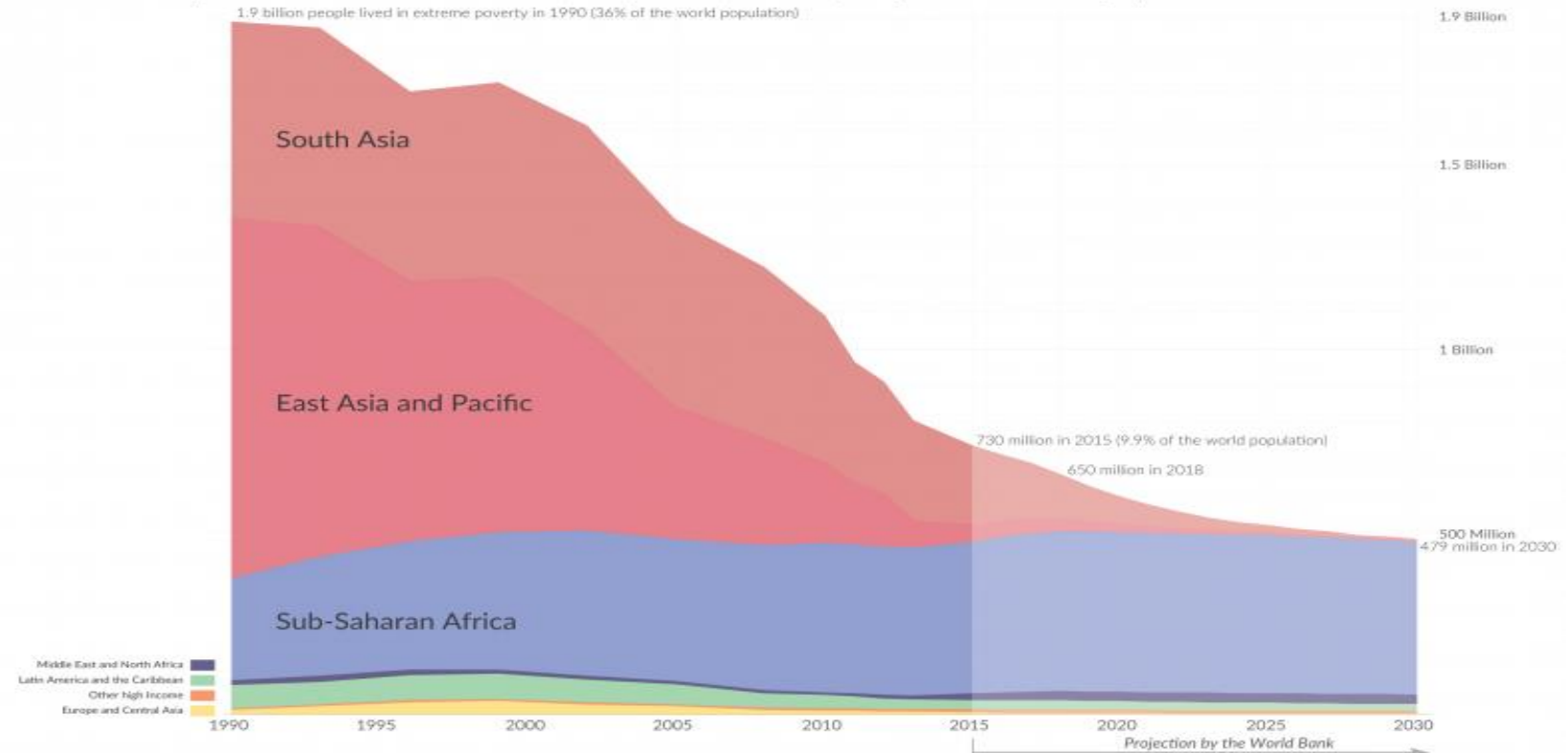
- Two thirds of Africa's population live and work mainly in agriculture representing 65 per cent of jobs in Sub-Saharan.
- Over 60 per cent of rural people live in extreme poverty
- Globally, Povcalnet estimates the number of extremely poor people has rapidly declined from 1.9 billion in 1990 to about 736 million in 2015. In Sub-Saharan Africa, Forecasts indicate that by 2030, nearly 9 in 10 extremely poor people will live in Sub-Saharan Africa
- In Africa, it is estimated that more than 70 percent of the continent's rural population lack access.

# Why Rural Access?

The number of people in extreme poverty – including projections to 2030

Extreme poverty is defined by the 'international poverty line' as living on less than \$1.90/day. This is measured by adjusting for price changes over time and for price differences between countries (PPP adjustment). From 2015 to 2030 the World Bank's projections are shown.

Our World  
in Data

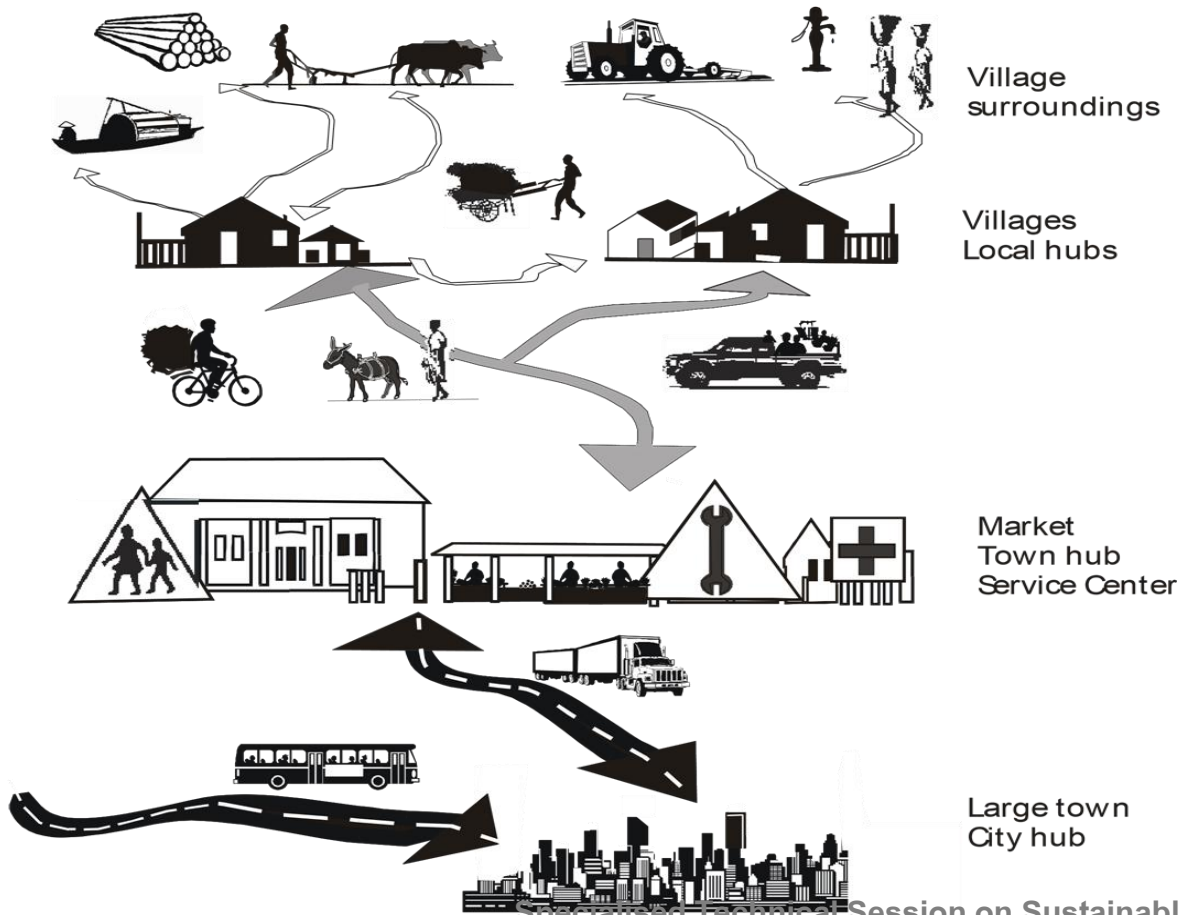


Data source: World Bank data from 1990 to 2015. The projections from 2015 to 2030 are published in the World Bank report *Poverty and Shared Prosperity 2018*. This is a visualization from [OurWorldinData.org](http://OurWorldinData.org). Licensed under CC-BY by the author Max Roser.

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# Why Rural Access?

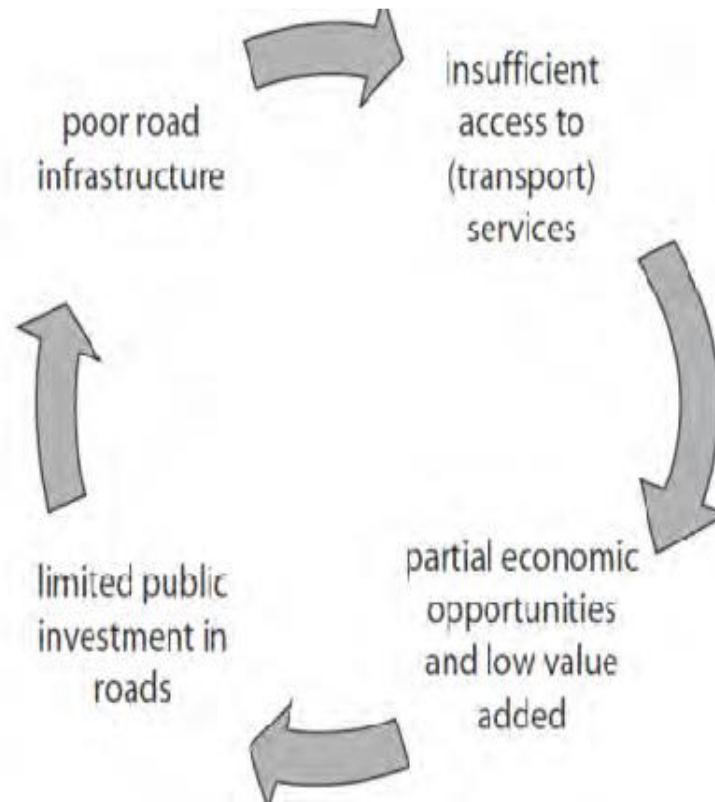


# What are the issues?

- Rural roads form the largest part of the road networks in Africa
- Tertiary networks often not gazetted with NO OWNER they are left to rural population to look after them
- Rural Roads & Transport Services substantially neglected by government decision makers and aid agencies as they are severely underfunded.
- There is little guidance, resources, legal framework, monitoring indicators or management provided to deal with rural infrastructure and transport services.
- Climate change threat –How to make rural infrastructure resilient

# What are the issues?

## Rural Population caught in the Poverty Trap





# SuM4ALL - A coalition of over 50 in the transport and mobility with a shared vision to transform the future of mobility





# The Global Roadmap of Action (GRA)

The GRA lays out a menu of policy actions for planners, public decision-makers, and the private sector to further world's progress towards sustainable mobility through Universal Access; Efficiency; Safety; Gender and Green Mobility:



# The Global Roadmap of Action (GRA)



Over-arching  
summary  
document and 6  
substantial  
companion papers  
– one which is  
Rural Access  
The report for 2018  
was launched  
October 23-2019  
During WB & IMF  
Joint meeting

# Universal Rural Access

## Global Roadmap of Action Toward Sustainable Mobility

PAPER 1 | Universal Rural Access

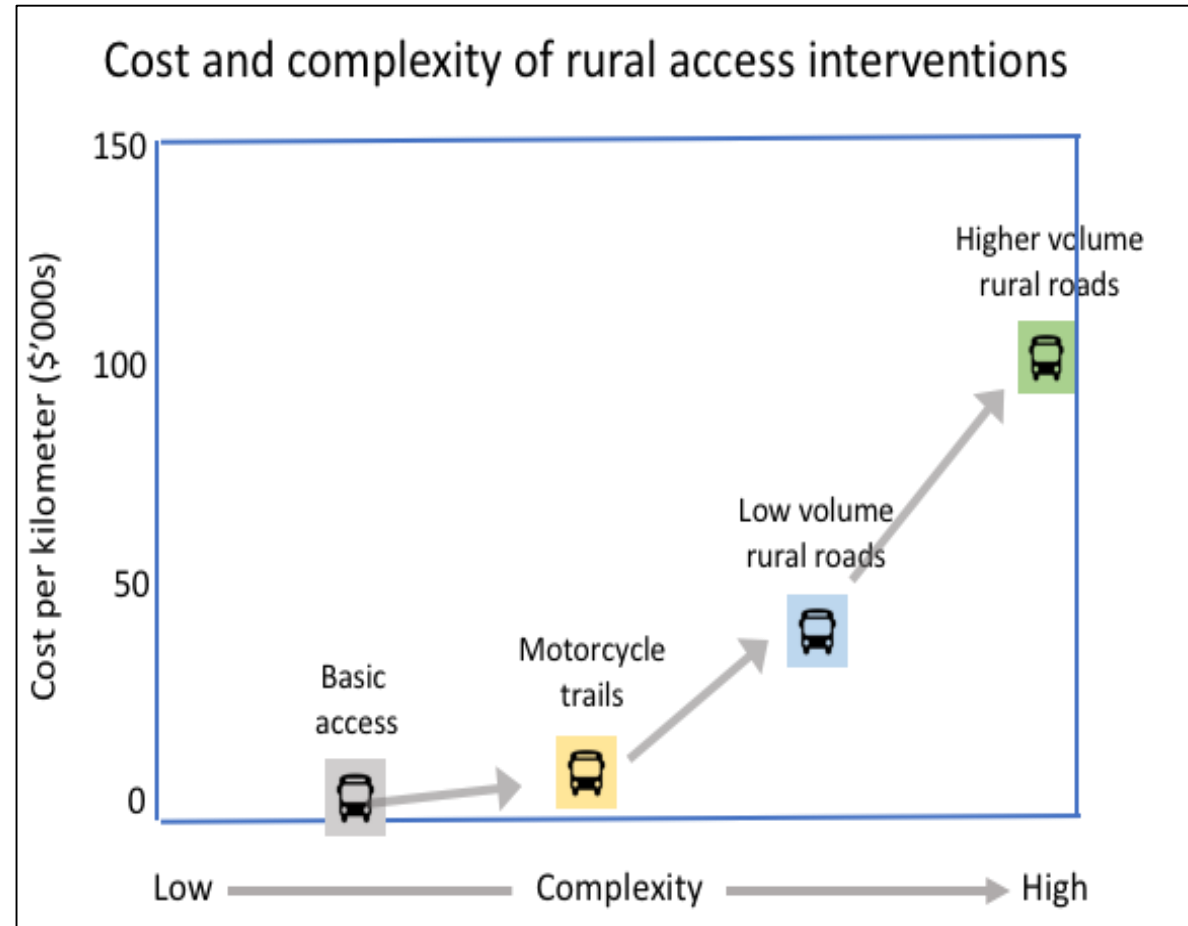


DFID; UN DESA; Uganda National Roads Authority; Islamic Development Bank; SLOCAT; Transport Research Laboratory (TRL); ADB; RECAP; Tanzanian Road Fund; KfW; IRU; World Bank; ARRB; IFRTD; PIARC; AFD; independent consultants and experts

- Assessment of the state of the mobility system in rural areas
- Recommendations on Actions to improve Rural Access

## Universal Rural Access- Provision Process

longer-term process. Providing basic access or motorcycle trails enables people to expand their economic activities and increase their incomes. This leads to higher traffic levels, and eventually to a need to further investments



# Types of Universal Rural Access

- Basic Access- Pedestrian tracks & Motorcycle trails offer faster point-to-point, all-season access by motorcycle. privately- operated motorcycle taxi services (50–100) motorcycles per day
- Low volume rural roads (LVRR) – engineered roads (wide&speed), motor vehicle traffic is 50–200 vehicles per day offering passenger and goods transport services.
- Higher volume rural roads (HVRR)- offering a relatively high quality (sealed) and capacity of service (passenger & Freight) for the rural road network—100–500 motor vehicles per day -

# Country Classification

Attribute	Group D: Least progress	Group C: Less progress	Group B: More progress	Group A: Most progress
Distance from RAI target	Very high	High	Moderate	Low
Geographical, climatic, or demographic difficulty <sup>a</sup>	High	Moderate	Moderate	Low to moderate
Institutional and technical capacity	Low	Low to moderate	Moderate to high	High
Financing capacity	Low	Low to moderate	Moderate to high	High

# Catalogue of Measures

List of measures in a number of “toolboxes” for countries to draw on to progress forward on the road map:

Rural access policy                      Capacity building  
Technical standards                      Maintenance  
Design, supervision and quality assurance  
Economic analysis of projects  
Transport services and rural logistics



# Catalogue of Measures

## Engineering Tool Box

<b>Technical standards</b>	Establish technical standards for each of the multiple tiers of rural access, ensuring protection against water penetration, screening for climate vulnerability, use of local materials and resources where feasible, and incorporation of traffic safety				
<b>Maintenance</b>	Establish reliable approaches to asset management, with communities performing routine maintenance where feasible and contactors performing periodic maintenance selected using a RAMS, and implement measures to control axle loads				
<b>Contracting</b>	Procure contractors on a competitive basis, using packaging of batches of projects to attract sufficient numbers of bids by capable contractors				
	Prepare procurement rules, procedures, standard bidding documents and contract documents for the program, supported by an e-procurement platform				
<b>Feasibility, design, supervision and quality assurance</b>	Recruit qualified consulting firms to perform the tasks of preparing feasibility reports and engineering designs, and supervising civil works				
	Establish a pool of independent experts to undertake technical and financial audits of projects to support quality assurance, value-for-money and anti-corruption				



# Country Good Practice Examples

- Prime Minister's Rural Roads Program- India
- Rural access using motorcycle trails- Liberia
- Labor-intensive, performance-based routine maintenance, China
- Safe and sustainable water transport on Lake Victoria, East Africa
- Role of Aviation and Drone Technology in Transforming Rural Mobility
- First Mile project in Kenya and Tanzania to improve logistics
- **Contact SuM4All to learn more:  
[sum4all@worldbank.org](mailto:sum4all@worldbank.org)**

# Rural Access Next Steps

- Project to refine cost effective, sustainable methodology calculate RAI using open street maps & worldpop and other technologies
- Four countries, Ghana, Malawi, Myanmar and Nepal, Plan to extend study to a total of 30 countries.



# Conclusion

“Poverty is the oldest and the most resistant virus that brings about a devastating disease in the third world or developing countries. It’s rate of killing cannot be compared to any disease from the genesis of mankind. It is worse than malaria and HIV/AIDS which are claimed to be the highest killer diseases and even worse than EBOLA”. (Tazoacha, 2001).

# Conclusion

- Despite the renewed commitment over the past years to poverty reduction as the core objective of international development discourses and policies, progress has been disappointing eg the extent the world was off track to achieve most of the Millennium Development Goals.
- This inadequate progress raises important questions about the policies and strategies that have been adopted to achieve poverty reduction.
- To realize the objectives of the SDGs there is a need to raise the profile of Rural Access and adopt GRA
- **Rural Access will remain the ‘forgotten problem’.**

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# Thank you for your attention

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