



15th Rural Travel and Transport Program (RTTP) Coordinating Committee Meeting Proceedings



May 19 - 22, 2001
Saly, Senegal

Africa Region
The World Bank



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Foreword

The Fifteenth Annual Coordinating Committee for the Rural Travel and Transport Program (RTTP) was held in Saly, Senegal May 19-22, 2001. This was inclusive of the joint session in the morning of May 19 with the Road Management Initiative (RMI) whose Meeting was held at the same location May 16-19, 2001. Both Meetings were hosted by the Government of Senegal through the Ministry of Equipment and Transport and the Ministry of Agriculture and Livestock to whom our deep appreciation is offered once again.

The Meeting took place at a time of transition for the RTTP. This follows the putting into place the new framework for the management of the Sub Sahara Africa Transport Policy Reform (SSATP) – which was elaborated in the opening session by the incoming Program Manager - and prior to the completion of the SSATP Strategy Review to be issued in October 2001. This review is expected to be a pivotal event in terms of providing the basis for recommendations to be adopted at the November 2001 Annual General Meeting about future program objectives and scope, including that for RTTP.

The present and future relevance of the RTTP for SSA countries cannot be doubted. This particularly in view of the renewed emphasis by both recipient countries and donors on rural development interventions to overcome rural poverty. Since its inception, RTTP has created a solid knowledge base on rural transport and a specific approach for the development of rural transport policies and strategies. Participant stakeholders did however take the view that more proactive dissemination of the knowledge created by RTTP and improved collaboration with partner organizations would be required to enhance and widen the program's impact.

Participants concluded that there is a need for better and closer collaboration with the RMI, and for better anchoring of the RTTP within regional agencies in order to mainstream the message and the need to move towards a holistic and integrated approach within a transport sector policy framework closely targeted towards poverty alleviation.



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PART ONE

Summary Assessment

Overview. The fifteenth Annual Coordinating Committee Meeting (CCM) of the Rural Travel and Transport Program (RTTP) took place at a time of transition for the program and for the SSATP as a whole. Agreement on a medium term strategy for SSATP is not anticipated before the November 2001 Annual General Meeting (AGM). This has resulted in a hiatus in new program funding meaning that RTTP as a component of SSATP has been operating under significant financial constraint since the time of the fourteenth Annual CCM held in December 1999. Added to this is that the program is still in the process of adapting to new management arrangements which include: the adoption of a new SSATP governance structure since the July 2000 Business Meeting; the holding of the first AGM under the new structure in November 2000; the appointment of a new full time Program Manager in May 2001 following the retirement of the predecessor.

In view of these factors and the impact they had on the adequacy and timeliness of meeting preparation, that the meeting was seen as successful as it reflects well on all concerned. Of particular note in this regard was the full and active contribution of the RTTP Coordinators and other country representatives of RTTP member and observer countries. In spite of the fact that the meeting length was probably too short and the time allocated for plenary and group discussion was deemed inadequate, these representatives met frequently among themselves, provided a positive, if challenging concluding statement to the meeting and determined that they must play an enhanced role in a full and active RTTP partnership if the program was to evolve in a direction to meet their requirements. Furthermore, they were prepared to support an expansion of the partnership to include current non-member, observer countries.

Preparation. It should be acknowledged that meeting preparation was deficient in some respects. A good faith effort was undertaken to use the format of the CCM terms of reference proposed and adopted at the July 2000 Business Meeting. A fully participatory approach was however difficult to carry out in view of the lengthy intervening period since the fourteenth CCM which had in any case been held before the referenced Business Meeting. This contributed to some lack of continuity and less use than might have been desirable of resources in the RTTP partnership outside of the headquarters team. By working together with the RMI team and designing the meetings as back to back with some overlap, it was possible to tap into more resources and experience than would have been available had the

meetings been held in isolation from each other. Nonetheless the agenda was developed with a mind very much to starting the process of responding to the critical concerns raised by the RTTP Coordinators at the fourteenth CCM. It should be mentioned that once the decision had been made on the location of the meeting as being Senegal, the local team under the chairmanship of the RTTP Coordinator was fully involved in discussions concerning the meeting, although this input tended to focus largely on administrative and logistical arrangements. It was decided to hire professional facilitators to help the conduct of the meeting – and in fact these provided some very useful inputs to the improvement of the draft agenda and to the structuring of the different sessions. In retrospect, it would have been desirable firstly to have brought them on board at an earlier stage and secondly to have extended the assignment at the conclusion of the meeting to help organize documentation and evaluation of the outcome.

Conduct. It may first be noted that the meeting laid the foundations for a different approach to the conduct and preparation of future meetings of this sort in line with the CCM terms of reference. From the outset, a Task Force was appointed to oversee the running of the meeting and to make suggestions on a daily basis for how to improve the design and organization to meet the concerns of participants. In addition, the Coordinators as a whole group met frequently outside of meeting hours to develop their partnership and prepare their closing statement.

In spite of the good faith effort to incorporate the lessons learned from the fourteenth Annual CCM, it was the view that the meetings allowed insufficient time for plenary and group discussions. Group discussions were generally held on language grounds which was felt to inhibit somewhat the wider exchange of views between different groups of participants. Different approaches to group work should be considered for future meetings, bearing in mind however that there may be a cost attached in terms of the higher requirement for translation service. With some few exceptions, the value of the presentations that were made was however generally appreciated. This suggests perhaps that the time dedicated for the meeting may have been too short and that at least one extra day should be allowed to get the balance right.

A notable feature of the fifteenth Annual CCM was the innovative overlap on just under one full day with the RMI meeting which otherwise was held directly before the RTTP meeting in the same location. This was a timely development in view of: (i) the discussions of adopting a more holistic approach to transport policy development and reducing the emphasis on a component by component view; and (ii) the growing realization of the need for the RTTP and RMI to strengthen their collaboration in order to provide an effective framework to support poverty reduction in client countries. The experience suggests that future meetings should combine two or even more components of SSATP rather than taking a totally component focused approach. In a similar vein, the experience of the joint session has given

rise to a reflection at the country level of the need to re-examine the rationale for having separate component coordinators - a range of options up to a single SSATP coordinator model might be considered.

Outputs. A substantial amount of work remains to be done, in spite of the solid achievements of the fifteenth Annual CCM to ensure that the RTTP program as a whole develops as a strong, responsive partnership to provide valuable input to the analysis, formulation and implementation of national level rural transport policies and strategies. The basis has nonetheless been created for some anticipated enhanced ownership and national level contribution to RTTP program objectives and outputs which is crucial to its continuation.

Minutes of the Meeting

The Fifteenth Annual Coordinating Committee Meeting of the Rural Travel and Transport Program (RTTP) took place at the Hotel Palm Beach, Saly, Senegal, May 19-22, 2001. This is inclusive of the joint session of May 19, 2001 with the Road Management Initiative (RMI) whose meeting was held at the same location from May 16-19, 2001, and an excursion to the Paos Koto intermediate means of transport (IMT) pilot project on Sunday, May 20, 2001. Both meetings were hosted by the Government through the Ministry of Equipment and Transport and the Ministry of Agriculture and Livestock.

Participants. The Meeting was attended by 63 persons comprising: 20 RTTP National and Program Coordinators, 16 other representatives from RTTP countries, 7 representatives of donors and international organizations, 9 participants from the SSATP Board and management, and 11 other participants including consultants and resource persons (see attendance list). The meeting benefited from the facilitation services of Mary Braithwaite and Margaret Ombai. Administrative services were provided by Ntombie Chimuka and Melanie Jaya from SSATP and by Cambel Dieng and his team from CETCO.

Agenda Overview

Day 1 - May 19	Joint RMI/RTTP Discussions Exchange between RTTP Coordinators
Day 2 - May 20	Excursion to Paos Koto IMT pilot project
Day 3 - May 21	Opening Session Reviewing RTTP Outputs and Activities
Day 4 - May 22	Discussion on the situation of the RTTP and the way ahead Closing Session and Evaluation in Groups

Procedure & Participation. The draft Agenda had been prepared and circulated in advance of the Meeting. The final Agenda was adjusted and agreed upon on a daily basis in order to meet emerging concerns and to address views expressed about the conduct and the content of the Meeting to that point. Meetings of a Task Force at the end of each day were held to this purpose with the participation of the facilitators. The Task Force included members of the RTTP Team, representatives of the RTTP Coordinators and the Facilitators. The participatory approach of this Fifteenth Coordinating Committee Meeting was a direct response to the perceived shortcomings and problems identified at the Fourteenth Meeting in Pretoria. It was

accepted by all participants that the program is in a transition phase, and that the format of the Meetings may be further modified into a more integrated program format in future years.

Expectations. Prior to the regular Meeting, the RTTP Coordinators met to discuss their views on key issues and their expectations to the outcome of the Meeting. The Coordinators pointed out in particular the lack of resources for their proper functioning and the need for soliciting donor resources to put the rural transport policies and strategies created into action. The Country Coordinators continued to meet as a group on a daily basis thus enhancing the effectiveness and relevance of the discussions.

Day 1 – May 19. Joint RMI/RTTP Discussions

Introduction by RTTP Team Leader. In his introduction to the discussion on how best to improve coordination of the RMI and RTTP initiatives to better exploit opportunities for synergistic benefits, the RTTP Team Leader pointed in particular to the risks of overlap and gaps in addressing cross-cutting issues. Topics mentioned included poverty alleviation, gender, environment, transport costs, road safety, decentralization of road management, and allocation of available maintenance funds between various functional levels of the road network. He suggested that the discussions in the working groups focused on the following three questions:

- What are the common issues between RMI and RTTP?
- What are the advantages and disadvantages of integrating RMI and RTTP?
- How can RMI and RTTP work better together on the topics?

Conclusions. It was clear from the working groups' reports to the plenary that the general sentiment was for continuing the RMI and RTTP as separate but closely cooperating initiatives. The participants assessed that the prospective negative impact from the loss of specificity of each initiative in a merger, was outweighing the potential for savings and better coordination a merger would yield. The concern for employment generation through use of labor-based methods in construction and maintenance of rural roads, should be expanded to also cover the trunk road networks for works where sustainable technology are available. It was pointed out that the two initiatives had promoted the spreading of responsibilities for roads by engaging different constituencies, and had promoted different policies in different parts of the government. However, most participants foresaw the benefits from effective higher-level SSATP coordination at the country level to ensure the overarching transport policy framework was put in place.

Day 2 – May 20, Excursion to Paos Koto Intermediate Means of Transport Pilot Project

On Sunday, May 20, 2001, an excursion took place to the Paos Koto, intermediate means of transport pilot project. The bicycle promotion project sponsored by the Gender and Rural Transport Initiative (GRTI) is carried out in the framework of the National Rural Infrastructure Project (NIRP). The pilot builds a broad partnership between RTTP/GRTI/NIRP, the Senegalese NGO OSDIL, and the South African NGO Afribike. Started in September 2000, it includes beneficiary training in the use of basic maintenance aspects of bicycles, training for mechanics, and a micro credit scheme for 150 bicycles and twelve load-carrying tricycles. Discussions highlighted a broad acceptance of bicycles with their use for income generating activities by fishermen, ice cream vendors, a photographer and for school trips.

Day 3, May 21: Opening Session and Reviewing of RTTP Outputs and Activities

On Monday, May 21, 2001, Maryvonne Plessis-Fraissard, Sector Manager for Transport in the African Region of the World Bank, opened the meeting by outlining the history of the SSATP and its successes and shortfalls. She emphasized the need of the SSATP and particularly the RTTP to fully contribute to the on-going poverty reduction strategies in the various countries.

The incoming SSATP Program Manager provided a keynote address for the Meeting's consideration on the new SSATP Framework and its implications for the way in which business was to be done for RTTP. The Program Manager summarized:

- The New Governance Structure

The new governance structure, responding to decisions by donors and sponsors taken at meetings in Washington D.C and Copenhagen during 2000, and underpinning renewed commitment by the donors, provides an institutional framework for management and oversight guaranteeing transparency and accountability.

Included in this structure, the appointment of an SSATP Board, whose membership is intended to cover the full spectrum of stakeholders, bilateral and multilateral development partners, beneficiary governments, and the African private sector, will help ensure that program content and management meet the demands of beneficiaries and sponsors alike.

- The SSATP 2001-2006 Strategy Design Process

Donors have recognized the desirability of the SSATP adopting a holistic approach towards transport policy issues, particularly in view of the imperative need to ensure

that transport contributes to poverty reduction targets, and that the SSATP's mission statement is translated into tangible outputs. A long-term SSATP strategy design process has commenced, and a major part will be played by a study being undertaken by the Netherlands Economic Institute, whose team is charged with the responsibility of formulating a five-year strategic plan for the program.

All coordinators will be expected to contribute to the debate, and to discuss freely with the consultants (who would be attending the Saly meetings) any issue to do with the program, whether or not it concerned their particular component. Moving towards a "program" approach for the SSATP would inevitably mean closer collaboration between components, taking advantage of common areas of interest, and so as to ensure that the SSATP can address cross-cutting issues which have no obvious home in any particular component, for example road safety and high transport costs. And this approach will clarify the need to demonstrate how each component through its programmed activities is addressing the poverty question, and contributing to achieving commonly held goals.

What the final shape of the SSATP will be is unclear, but all coordinators will have a voice in determining that shape. In the meantime, the new governance arrangements which clearly expect systemic improvements to management and communication will, it is believed, help address many of the concerns which coordinators expressed at the Fourteenth CCM in Pretoria.

Arthur Chibwana, RTTP Program Coordinator, and designated representative of the RTTP Coordinators, pledged more support for the Coordinators and pleaded for financing support from the donors to implement the RTTP message and for support of the activities of the national steering committees. He also wished there was more time to discuss the country work programs.

In his Welcome Address on behalf of the Minister of Agriculture and Livestock Mr. Papa Diouf explained the relevance of the RTTP for Senegal and its various rural development programs.

Finally, in his Keynote Address Mr. Boubacar Diop, from CONGAD, a Senegalese NGO active in rural development, outlined the activities of CONGAD, presented a view of Senegal's rural transport situation and explained Senegal's rural transport policy and strategy.

Following the opening session, George Banjo in his paper 'Consolidating the Gains' outlined the history of the RTTP, its current achievements and the way ahead. Thereafter, four countries made in-depth presentations of their RTTP program implementation status. These presentations were followed each by question and answer sessions. In the evening, group

discussions were held on lessons learnt and the forward. Senegal focused on policy development activities with emphasis on promotion of IMTs with a view to enter the implementation stage in 2002. Malawi, which already is in the implementation stage, explained how rural transport is being incorporated into the PRSP process; and Madagascar, having recently adopted a rural transport policy and strategy, presented how this was achieved and explained the contents of its policy and strategy. Thereafter the NGO Lalana from Madagascar, implicated in the preparation and now implementation of the rural transport policy and strategy, made a presentation on a GRTI supported pilot project to promote IMTs amongst a women group in Antemoro, Madagascar. Finally Ethiopia, as well moving towards the implementation stage, focused on activities being carried out in preparation of implementation.

Day 4, May 22: Discussion on the situation of the RTTP, the way ahead, and closing session

During the first session of Day 4 the groups reported back on their findings of the discussions of the country studies. Points raised during the discussion of the presentations included (i) need to look at the qualitative impact that the RTTP was having and this requires that a monitoring and evaluation framework for the program be put in place; (ii) importance of assisting countries with mobilization of resources for implementation of agreed strategies; (iii) awareness raising on rural transport is still important even after a policy is in place; (iv) what are the sustainability/ replicability of IMT pilots – do we know enough to upscale them?; integrating rural transport with PRSP process in country is important as it provides access to additional resources; and (v) documenting emerging experiences and disseminating them is now urgent.

Thereafter, a presentation was given on ‘RTTP Program Monitoring and Reporting’ by Dieter Schelling. It was made clear that one of the main criticism of the program in the past had been that there were no clear reporting procedures existing (neither related to activities nor to the financial status), and that if the program is to survive such mechanisms must be established urgently.

During the next session Adeline Sibanda, Technical Advisor of the GRTI made a presentation on the GRTI, explaining its purpose, functioning and activities so far. This was followed by presentations on RTTP’s thematic work activities and on a proposed rural transport database by George Banjo and Dieter Schelling respectively.

During the afternoon of the same day general discussions took place on the situation of RTTP and the way ahead. Donor representatives and participants of related programs requested better exchange of information and closer collaboration with the RTTP. Also, it was felt that it was perhaps time to upscale some of the pilot programs initiated in the framework of the RTTP and GRTI. Ideas on how to structure the Meeting in the future were also put forward

including less formal presentations and those that are given to have more time allocated to them and perhaps use of parallel sessions, need for early commencement of preparations for the Meeting especially consultations on the agenda with the Program Coordinators, exploration of the possibility of translating all the country reports into English and French and mounting of more events like the planned GRTI gender training to capacitate the coordinators. The RTTP Team requested for feedback from the coordinators on the idea of a regional network on rural transport as proposed by the team as a way of strengthening regional ownership. A timeframe of two months was agreed for this to take place.

In his contribution to the Closing Session, the representative of the African Development Bank (ADB) Mr. Traore emphasized the importance of the RTTP to the development of the region. According to him, it is an important medium for information sharing, capacity building, technical support in such areas as the promotion of IMTs and he confirmed his organizations continued support to the program. In his summary of the meeting the SSATP Program Manager pointed out the need for better and closer collaboration with the RMI, the need for better anchoring of the RTTP within regional agencies in order to mainstream the message and the need to move towards a holistic and integrated approach within a transport sector policy frame work closely targeted towards poverty alleviation.

GRTI Training Workshop, May 23-25, 2001

The Annual Meeting was followed by a three-day gender training organized by GRTI with RTTP sponsorship for RTTP Program Coordinators. The training was mounted in direct response to a request from the coordinators for such training for them to be able to adequately address gender issues in their programs. A summary of the outcome of the training is provided in Part Two.

Opening Address

Nigel Ings,

World Bank, SSATP Program Manager

Representative of the Honourable Minister for Agriculture and Livestock, distinguished representatives of the international development community, old friends from ILO and IFRTD and other NGOs, RTTP country co-ordinators, ladies and gentlemen, Good Morning! I would like to extend a warm welcome to the 15th Co-ordinating Committee Meeting of the Sub-Saharan Africa Transport Policy Program's Rural Travel and Transport Program, RTTP, hosted this year by the Government of Senegal's Ministry of Transport and Equipment, to whom our sincere gratitude is due.

My name is Nigel Ings, and I am honored to have been appointed the SSATP Program Manager, stepping into this position on May 7th, two weeks ago. Although I number many of you as old friends from my previous professional engagements in Africa and elsewhere, as a newcomer to the program team it would be appropriate for me to give a brief account of myself.

I am British and first arrived in Africa thirty years ago, spending the following 26 years living and working mainly in East Africa, with short assignments in Central and Southern Africa. For a number of years I worked for the Government of Kenya as a roads engineer, and then as a Provincial Engineer, in postings to various parts of that country. I concluded my service in the Kenya Government as an adviser in the Roads sub-sector, and had an opportunity to work on official consultancies promoting regional co-operation, which took me to Rwanda, Tanzania, Swaziland, Zambia, and Mozambique. Subsequently I joined the UK's Overseas Development Administration, the predecessor of the Department for International Development. As DFID's Transport Sector Coordinator for East Africa, much of my attention was centred on a range of institutional and operational programs to do with ports and highways in Tanzania, rural roads in Uganda, and sectoral reform in Kenya.

I left DFID in 1997 to work as a freelance specialist, functioning mainly in the transport sector, working on programs in Ethiopia, Ghana, Kenya, Uganda, Somaliland, Zambia and

Bangladesh. And most recently, as I mentioned just now, I joined the World Bank on May 7th as the first, full time, SSATP program manager.

In order to discuss the organisational location of that position it will be helpful to set the new SSATP institutional scene. Much has changed since the last RMI (and RTTP) meetings in Pretoria at the end of 1999. An SSATP Business Meeting convened in Washington at the beginning of June last year, reviewed the status of the program, particularly in terms of its governance, and agreed a new institutional framework within which the SSATP would be taken forward. Overarching the framework stands the SSATP Mission Statement:

I would like to spend a minute or two touching on the key components of the framework, - "Reference Document 1", which will be made available, provides the detailed substance. Additionally I would like to share with you some glimpses of a process which seems to be emerging within a view of the framework as an enabling environment for initiative and progress.

But first, it's worth recalling the evolution of the status of the SSATP. Over the years one of the objectives of the SSATP has been to see its visions, messages and resources mainstreamed into the World Bank's operations. (Some would argue that when that happens, there will be no need for the program). However, from its origins as a valuable vehicle for reform and dissemination, it has moved from a somewhat marginalised position towards the centre. It is becoming the home of transport research and development in Sub-Saharan Africa, and the principle instrument for establishing partnerships. Strengthening linkages with the Bank's operations have greatly improved the program's leverage in investment programs.

The themes which underpin the new SSATP framework are good governance and a renewal of commitment to the program by donors and the WB alongside a formalisation of the relationships within its structure. The framework itself has its genesis in a number of resolutions adopted by the June 2000 Business Meeting, and was given its current shape by an "Initial General Assembly" convened in Copenhagen in November 2000.

What are the purposes of these arrangements? They are simple, and in essence provide for the accountability of the SSATP; delivering accountability to the donors and other program partners and supporters, and to program beneficiaries, through the formulation of proper performance monitoring involving the definition of meaningful indicators and practicable measurement arrangements. What we are going to measure is a question I will come to in a moment or two. But first let us take a quick look at the principal bodies involved.

The Copenhagen Initial General Assembly Meeting, which involved participants from multilateral and bilateral agencies, SSATP management, NGOs, and other key actors, agreed that a Constituent Assembly (CA) be established, composed of one representative of each donor contributing to the SSATP, and a representative of the beneficiary governments, to be provided by the ECA.

In turn it was agreed that the CA will determine membership and participation in the SSATP Annual General Meeting (AGM), which, in its turn, elects members of the SSATP Board. The Board is composed of one member from a multilateral development institution, one member representing the beneficiary governments, one from the private sector/transport users/civil society, and one representative from the donor community. The SSATP management team reports to the Board, and through the Board to the AGM.

The Board that was selected in Copenhagen is composed of:

Maryvonne Plessis-Fraissard (WB) representing multilateral institutions
Hachim Koumaré (ECA) representing beneficiary governments
Bruce Thompson (Commission of the EU) representing the donors

Selection of the private sector member is in progress.

A stronger or more distinguished membership could not be desired. All are well known to you, and bring an impressive range of skills, energies, and experience to this new and vitally important body. I do not believe that the supporting institutions or beneficiaries could be better served. The quality of the board sends the clearest signal, if one were needed, of the commitment of all concerned to the program.

Amongst the measures adopted by the June Business Meeting to improve accountability, to strengthen SSATP management, and to make it more responsive, was the provision of a full-time SSATP Program Manager. Additionally the SSATP framework includes a number of tools to promote improved performance and monitoring, including terms of reference for AGMs, CCMs, the SSATP Board, and the CA. I should also mention an interesting feature of the framework, which is the provision for an advisory group, and the arrangements for its selection and assignment.

Likely program staffing arrangements are set out in the Reference Document, and you will see that Management, Administration, Execution, and Support functions rely on a mix of full time and part time personnel. Over the next six months we expect the formation of the program team to stabilise understanding that its eventual composition will depend upon the success or otherwise with which we address a number of strategic issues through an intensive review exercise whose shape I will outline in a moment or two.

To return to the institutional issues facing us now. What will be the impact of the measures both explicit and implicit in the framework? How will they affect the roles of HQs staff and both RTTP and RMI coordinators? After two weeks in the job, I can't tell you. Except to say that your inputs will play a key part in shaping the review process. To help us examine the issues and options, and allow the SSATP management team to formulate a strategic development plan, a team from the Netherlands Economic Institute is already engaged in a participatory consultative exercise to see how we can build on the strengths and successes of the program as it has developed over the past 12 or so years. The consultants' main task will be to provide strategic proposals to take the SSATP through the next five years. The experts have been with us since the commencement of the RMI meeting and will remain until we have concluded the business of this gathering. I urge you to discuss frankly with them any SSATP issues concerning you, whether or not they lie beyond the particular remit of your RTTP focus, to explore further the themes which emerged during the joint RTTP/RMI meeting last Saturday.

The output of that meeting, which defined issues common to both components when considering a variety of crosscutting and management questions, unambiguously indicated a pressing need for structured co-ordination at country level. A clear understanding of components' interdependence emerged. However, the sense of the meeting was that the specific characters of the components should be preserved in addressing wider management issues.

I believe that for the SSATP as a whole to be able to demonstrate that it deserves the support of donors, and the engagement of partner governments and other Sub-Saharan institutions, in both the public and private sectors, it will have to deliver or facilitate outputs that clearly support the achievement of the priority goals of Sub-Saharan Africa, specifically the means of attacking the poverty target.

This will require that we demonstrate in a logical and analytical fashion how each component will contribute to achieving the higher purposes inherent in overall anti-poverty strategies. It will mean reviewing the role of each component in relation to the others, progressing the debate which started on Saturday, looking more deeply at complementarities, synergies, opportunities for integrated approaches. Crucially, from the point of view of the overall coherence of the SSATP strategy how do we locate cross-cutting issues with very clear transport policy resonance, such as road safety. How do component activities contribute in a coherent fashion to addressing the question of the unacceptably high costs to the poor of transport services? Costs which we believe are suppressing a huge, latent, demand for transport, and on whose release depends the fulfillment of the role of transport as a key agent for attacking poverty, a role on which our raison d'être is largely predicated. What will the answers to these and many other

questions tell us about the thrust of our SSATP policy formulation processes? How will these answers help in the design of major investment programs?

A key resolution of the May/June Business meeting was the implicit recognition that for the SSATP to be fully effective, donor funding should not be earmarked against particular programs or even components. The corollary of that is, of course, the development of an integrated, defensible, coherent, SSATP strategy, delivering or facilitating time bound outputs, processes and programs, complete with the full panoply of meaningful performance indicators matched by practicable and realistic monitoring arrangements.

The review process is in its start-up phase, focused principally on the work of the NEI consultancy, which will deliver an inception report at the end of this month, and a draft final report at the end of July. Coordinators will feature prominently amongst those who will be invited to review and comment on the draft. For our part, the HQs SSATP Team will start internal consultations following our return to Washington after these meetings. Your outputs, visions, aspirations, and experiences, articulated here in Saly will inform those discussions.

Those deliberations will also include a review of the relationship between the WB's HQs and regional staff, and country coordinators. Again, it would be premature to prescribe changes to existing arrangements, as I noted just now, the nature and character of the support to be provided will depend on both specific country and regional conditions, the success of resource mobilisation activities, and the outcome of the review of all our roles. There is no blueprint, nor hidden agenda. Our joint approach will be built on consolidating and nurturing the strengths which the SSATP has already engendered, while seeking for ways to maximise the effectiveness of all our contributions.

Ladies and gentlemen, I mention these matters to give you a flavor of the characteristics of the debate that will lie at the heart of our SSATP strategy design. And a key question will be how do all the components, taken together, address issues of poverty?

The SSATP has, over the years, established itself as a benchmark of excellence in the transport sector, a point of reference and a key resource for all who care about the role of transport in development in Sub-Saharan Africa. It is our hope that together we can ensure both continuity and progress in the service of that development.

Thank you

Opening Address

Arthur Chibwana,

Program Coordinator, Malawi

Mr. Chairman, distinguished Ladies and Gentlemen,

May I on behalf of RTTP Co-ordinators thank the SSATP Management team for convening this meeting. We consider these meetings as a very important forum for sharing ideas and finding solutions to problem of rural access and mobility. In particular we welcome the changes that are taking place in the SSATP and believe that this will usher in a new area of openness, collaboration and indeed ownership.

Ladies and Gentlemen, we all applaud and share the noble of objectives of the SSATP and RTTP as one of the components. The objectives provide a firm focus to enable member countries lay down the framework and foundation for the reduction of poverty in our respective countries. We take the objectives as a challenge in terms of the role co-ordinators are expected to play. We accept the challenge and reiterate our commitment to the achievement of the objectives and are eager to see this common purpose put into sharper focus during this meeting and in the implementation of various activities.

Indeed, our countries are at different levels in the development or formulation of rural travel and transport policies and strategies. We regard the interaction and exchange of experiences amongst ourselves and with all stakeholders as fundamental in addressing problems of rural access and mobility. We are tackling poverty but our achievements have been limited by the lack of resources for the consolidation of gains made at the policy and strategy formulation stages. Sometimes we even lack resources to enable us play our role even during these initial stages. This has resulted in the lack of continuity in financial support beyond the technical support provided during the initial stages and for the implementation of various interventions. We have encountered enormous difficulties in securing resources for the activities of the Steering Committees, our own operating costs as Co-ordinators and the implementation of interventions at the community level. We believe that new spirit of openness and collaboration will be a great asset in the mobilisation of resources at various levels and will enable us forge ahead. Rural communities are getting impatient and our strategies must be translated into actions lest we become guilty of over-experimentation – and as we all know a rolling stone gathers no moss.

Ladies and Gentlemen, the common concern being raised on the lack of resources is also meant to emphasize our commitment to the reduction of poverty in our countries. Our Governments are, within the limits of resources available, ready to assist but a lot remains to be done. We as co-ordinators will not shy away from the responsibility of ensuring that local resources raised through the Road Fund are also allocated and used in the rural travel and transport sub-sector. We therefore welcome the discussions held earlier by our colleagues, the RMI Coordinators. Our understanding has always been that RMI and RTTP are on the same side of the coin but that it is the proportion that each occupies particularly in terms of resources which needs to be reconsidered. We believe that we too should during our deliberations here be given the opportunity to discuss how best we can work together. Similarly, time should also be made available for us to make an input into the RTTP work program for this year and the next two years. This will facilitate the further exchange of experiences by all the stakeholders while also providing a firm basis for measuring our achievements. We believe that such dialogue will enable us effectively mobilise resources both internally and externally and use these resources in the fight against poverty.

Ladies and Gentlemen, I would like to once again thank the RTTP team for organizing this meeting. We look forward to the exchange of experiences and to finding practical solutions to problems encountered so far. Last but not least, we would like to thank the people and Government of Senegal for the warm welcome and hospitality.

Thank you.

Welcome Address

Mr. Papa Diouf

*The Honorable Minister of Agriculture and Livestock,
Republic of Senegal*

Monsieur le Représentant de l'Administration fédérale chargée des Transports du Gouvernement des Etats-Unis,

Monsieur l'Administrateur Principal de la composante Transport-Commission DG VIII de l'Union européenne,

Messieurs les Représentants de la Commission pour l'Afrique des Nations Unies,

Monsieur le Secrétaire Exécutif du Forum International pour le Développement et le Transport rural (IFRID),

Monsieur le Représentant Résident de la Banque mondiale,

Monsieur le Représentant de l'Union Européenne au Sénégal,

Messieurs les Représentants des autres partenaires au développement,

Monsieur le Président de l'Association des Présidents de Conseil Rural (A.P.C.R),

Monsieur le Président du Conseil National de Concertation et de Coopération des Ruraux (C.N.C.R),

Messieurs les Coordonnateurs nationaux du Programme de Transport en Milieu Rural (P.T.M.R),

Honorables Invités,

Mesdames, Messieurs,

C'est avec un réel plaisir que j'ai accepté l'invitation qui m'a été faite de présider la cérémonie d'ouverture de cette quinzième session annuelle de coordination du comité du Programme de Transport en Milieu Rural (P.T.M.R).

Je voudrais tout d'abord souhaiter la bienvenue au Sénégal à tous ceux qui, venus parfois de très loin, ont accepté de prendre part à cette session.

Le Sénégal ne peut qu'être honoré d'avoir été choisi pour abriter cette importante réunion.

Mesdames, Messieurs.

Cette réunion fait suite à celle consacrée à l'Initiative de gestion de la route (IGR) dont la cérémonie d'ouverture a été présidée dans cette même salle le vendredi 16 mai 2001 par mon collègue du département de l'Équipement et des Transports Terrestres.

Ce montage de l'agenda de la session et la forte représentation enregistrée sont une illustration du dynamisme du Comité de coordination en général et de l'IGR et du P.T.M.R en particulier.

L'importance du Programme de transport en milieu rural pour nos pays n'est plus à démontrer si tant est qu'il s'inscrit en droite ligne des politiques que les gouvernements s'emploient à mettre en œuvre pour désenclaver les terroirs, faciliter la circulation des populations, les échanges intra-régions des biens/services, l'écoulement des produits locaux.

Le renforcement et le développement du réseau routier en milieu rural dans nos pays est un devoir des Gouvernants et une exigence des populations.

Le Sénégal, à l'instar des autres pays de la sous-région africaine, a mis en œuvre avec l'appui de ses partenaires au développement différents programmes de renforcement de son réseau routier et pistes rurales.

Les programmes les plus significatifs sont :

- le Programme d'Ajustement du Secteur du Transport (PAST) qui en est à sa deuxième phase ;
- les composantes pistes rurales inscrites dans les différents projets de développement rural intégré ;
- le Programme National d'Infrastructures Rurales (PNIR) en cours de démarrage.

La mise en œuvre des différents programmes a certes permis de faire des avancées significatives dans la facilitation du transport en milieu rural, mais beaucoup reste à faire et le volume des investissements requis est considérable.

Aussi, le soutien financier apporté par nos partenaires au développement se doit d'être accompagné par des actions de développement d'un réseau d'échanges sur les différentes expériences en cours dans la région notamment en matière de réduction des coûts de réalisation des infrastructures.

Le cadre le plus approprié pour ce faire me paraît être le comité de coordination du PTMR et nous ne pouvons que nous en féliciter.

Mesdames, Messieurs.

Quatre jours durant, vous allez échanger, discuter et réfléchir sur un certain nombre de thèmes inscrits à votre agenda. Parmi ces thèmes, j'ai noté les problèmes de financement des programmes routiers, de capacité de réalisation des travaux, de gestion et de maintenance des infrastructures réalisées, de renforcement de l'interface IGR-PTMR.

Il s'agit là de thèmes pertinents et porteurs et je reste persuadé que la qualité de la représentation notée dans cette salle est un gage de réflexions de haute tenue à même de vous permettre de formuler des recommandations à l'endroit des autorités.

Je ne saurais terminer cette allocution sans remercier tous nos partenaires au développement pour le soutien financier précieux qu'ils ne cessent de nous apporter dans notre politique de développement du transport en général et du transport en milieu rural en particulier.

En souhaitant plein succès à vos travaux, je déclare ouverte la 15^{ème} session annuelle du Comité du Programme de Transport en milieu rural.

Je vous remercie pour votre bien aimable attention.

Keynote Address

Boubacar Diop,
CONGAD

Le CONGAD dont la vocation est d'aider les populations dans leur quête de paix, de bonheur et d'épanouissement social salue la tenue du séminaire qui nous réunit aujourd'hui.

Il se félicite que la problématique du transport, moteur du développement fasse l'objet d'une attention de plus en plus accrue et débouche sur la réalisation d'actions concrètes comme le désenclavement des îles, une meilleure distribution de l'aide ou le rapprochement des peuples.

Sous ce dernier rapport, nous pensons que la future construction des ponts sur la Gambie ou le Sénégal (Pont de Rosso entre la Mauritanie et le Sénégal) qui renforcera la communication et la mobilité peut réaliser la paix entre nos peuples.

Problématique générale

Le thème "Transport et développement rural" s'inscrit dans une logique d'intégration pour le développement et s'applique à deux principales échelles socio-spatiales, la ville et la campagne dans un processus d'échanges fort ancien.

En Afrique subsaharienne, les circulations et le transport se caractérisent par une superposition de niveaux géographiques qui sont chacun le point de départ et d'arrivée de flux de biens et de personnes allant des échanges de produits commerciaux et de transferts de population aux exportations vers les anciennes métropoles coloniales ; des mouvements de réfugiés aux migrations internationales de travail, des mobilités rurales vers les champs aux migrations pendulaires et quotidiennes vers les grandes villes.

L'importance économique des facteurs de transport s'appréhende en milieu rural à travers les conséquences positives et les entraves au développement des espaces périphériques selon qu'ils sont bien ou mal desservis. La position souvent excentrée des zones rurales de production par rapport aux grands centres économiques de consommation et de décisions politiques conditionnent l'accès aux grands marchés et aux services offerts par la ville et les centres secondaires.

L'activité de transport s'inscrit parfaitement dans la thématique du développement ; elle en constitue même une des composantes majeures. Comme tel, ce moyen privilégié du

mouvement favorise l'ouverture, la circulation la mobilité dont sont animées les sociétés humaines.

Les transports sont assurément ce par quoi peut se déployer toute l'ambition humaine confrontée à la finitude de ses horizons familiers. Intégrés à des systèmes spatiaux de plus en plus complexes, ils établissent la relation entre des entités territoriales disjointes mais solidaires.

Aujourd'hui, l'idée naguère répandue selon laquelle le transport en milieu rural était une affaire de route est battue en brèche bien que les rudes conditions physiques, le climat et les longues distances des espaces ruraux tropicaux à saisons contrastées peuvent constituer des entraves à la mobilité.

Les « infrastructures, disait Benjamin Steck^{*}, pour nécessaires qu'elles soient évidemment, ne suffisent pas à opérer l'ouverture attendue pas plus qu'elles ne créent la circulation dont les moteurs sont tout autres ».

Le monde d'aujourd'hui semble faire du déplacement la référence ultime de toutes les attentes, de toutes les compétitions, de toutes les affirmations de puissance. Celle-ci réside en effet dans la maîtrise des flux et par conséquent dans le contrôle des axes et des nœuds qui orientent, structurent, organisent les flux. Cette problématique majeure s'ouvre à la confrontation entre plusieurs logiques, celles des demandes sociales, celles des exigences économiques, celles des impératifs politiques.

C'est la réduction partielle des distances, celle relative à l'étendue, la diminution du temps consacré aux déplacements, l'abaissement des coûts qui sont au cœur de la plupart des travaux sur les transports.

En milieu rural africain, à l'échelle du village, les déplacements sont circonscrits dans des rayons définis souvent courts dans le but de satisfaire les besoins de consommation : corvées d'eau ou de bois (par les femmes et les enfants) ou déplacements du village au champ ou aux villages environnants. Tout autre déplacement sur une distance plus importante suppose la mise à contribution d'un système de transport adéquat souvent inexistant à cette échelle spatiale.

À la suite des observations ci-dessus, nous proposons d'analyser l'exemple sénégalais du système de transport en milieu rural à travers un diagnostic de l'existant avant de faire des recommandations.

Le système sénégalais des transports connaît de manière générale de nombreux dysfonctionnements au double plan infrastructurel et organisationnel. L'essentiel du trafic

^{*} Contribution à une géographie du développement, thèse d'habilitation, Le Havre 2000.

s'effectue par voie routière sur un réseau d'un peu plus de 14 000 km (14 580 exactement) de routes carrossables dont 45 000 bitumées et 9 000 km de pistes. Il faut dire que ce réseau mal réparti, mal articulé à longterm a été frappé d'inertie et trouve à peine un début de solution grâce au PAST (Programme d'ajustement sectoriel des transports) mis en œuvre en 1991.

Le PAST était financé à hauteur de 180 milliards de F CFA, réactualisé en 1994 après la dévaluation du F CFA et porté à 234 milliards. Mais 70 % de ce financement étaient consacrés à l'entretien et à la réhabilitation du réseau bitumé plus qu'à l'extension et encore moins à la création et à l'entretien de pistes rurales.

Les moyens de transport en milieu rural sénégalais

C'est une lapalissade que de dire que la marche est le moyen le plus utilisé en milieu rural ; elle permet de se rendre au champ, de faire les corvées domestiques, d'aller à l'école, de fréquenter les services administratifs et sociaux ruraux :

- ❖ L'animal domestique : l'âne, le cheval, le dromadaire
- ❖ La brouette
- ❖ La bicyclette, la moto
- ❖ La pirogue dans les milieux insulaires
- ❖ La charrette
- ❖ Le taxi-brousse

De la marche au taxi-brousse, le taux d'utilisation de ces moyens décroît à cause :

- de la motivation
- des exigences économiques
- des distances
- des coûts
- du nombre et de la qualité des pistes, chemins et sentiers

Si la bicyclette et la moto, en dehors de leur utilité pour l'accès aux lieux de travail et le déplacement de produits en petites quantités, participent au confort individuel ; la

charrette, elle, constitue un moyen de déplacement et de transport, un important outil de travail. Son acquisition, plus facile dans les années 60 grâce au crédit rural, était un gage de réussite agricole, un signe de développement. Aujourd'hui, son obtention, sous forme de crédit remboursable est compromis par la réforme du système coopératif et le désengagement de l'État sénégalais à travers le dépérissement des anciennes banques de développement comme la BNDS (Banque Nationale de Développement du Sénégal). La Caisse Nationale de Crédit Agricole au Sénégal créée comme mesure d'accompagnement de la nouvelle politique agricole mise en œuvre en 1984, ne finance presque pas ce type d'équipement.

Transport et approvisionnement du monde rural

Le monde rural ne vit pas que des produits et ressources qu'il génère, il dépend aussi de la ville et des centres secondaires qui le polarisent pour son approvisionnement en produits divers. Le rôle des transports comme activité de service dans l'approvisionnement du monde rural est capital : les campagnes reçoivent de la ville ou des centres secondaires la quasi totalité des première nécessité comme le riz et le sucre mais aussi des produits manufacturés et biens d'équipement, des intrants et du matériel agricole pour l'agriculture. La satisfaction de cette demande de transport rencontre aujourd'hui beaucoup de difficultés car le Sénégal n'a pas encore réussi à asseoir un transport multimodal : le conteneur n'atteint pas encore nos campagnes, ce qui entraîne inéluctablement des ruptures de charge et des pertes économiques.

La distribution du réseau bitumé ne privilégie que les villes et les centres secondaires. Les bourgs et villes moyennes jouent dans ce contexte le rôle de centres de redistribution, mal reliés avec leur arrière-pays rural : les pistes défectueuses et défoncées pendant l'hivernage ralentissent les flux d'échange en direction des campagnes et partant, l'activité économique nationale.

Circulation, transports et production agricole

Le développement des campagnes procède aussi de l'intensification de ses échanges avec la ville, pôle de développement économique, centre de décision et grande consommatrice de produits agricoles et ruraux. Les déplacements des ruraux vers les centres urbains obéissent à des nécessités précises :

- recherche d'emploi dans le cadre des migrations saisonnières
- besoins de formation
- visites sanitaires
- visites familiales
- tourisme culturel

La véritable activité de transport comme service en milieu rural réside dans la composante « transfert » des systèmes post-récolte. L'évacuation de la production arachidière vers la capitale (Dakar) où les régions d'implantation de la Sonacos (Société Nationale de Commercialisation des Oléagineux au Sénégal) constitue depuis l'indépendance l'essentiel du transfert ; s'y ajoute l'acheminement de la production maraîchère vers les centres de consommation urbaine. Plus récemment, en 1992, nous avons étudié dans la vallée du fleuve Sénégal les systèmes post-récoltes aux fins de mesurer l'incidence des pertes de recettes sur les revenus ruraux. En effet, la vallée du fleuve Sénégal, région de Saint Louis, est la plus importante zone de production de riz au Sénégal avec 120 000 tonnes de paddy environ par an sur un bassin versant qui s'étire sur plus de 1 000 km.

En analysant la chaîne post-récolte nous avons identifié plusieurs niveaux :

- **la collecte** qui consistait à rassembler toutes les quantités de paddy récoltées au niveau des parcelles, des mailles hydrauliques et des zones de production par l'intermédiaire de charrettes lentes tractées par des ânes. Le lieu de stockage était le centre d'un grand périmètre irrigué de 1 000 ha desservi par un canal d'irrigation de près de 7 km ;
- **le transfert** vers les rizeries encore appelées décortiqueuses industrielles situées parfois à plus de 40 km de la zone de production sur des pistes-digues étroites, peu sûres et mal entretenues ;
- **l'usinage et le transport du riz blanc** vers les centres urbains de commercialisation et de consommation comme Saint Louis et Diourbel.

Ainsi, de la collecte à la commercialisation, la production subissait des pertes élevées liées au transport proprement dit et aux opérations annexes comme le conditionnement, la manutention, le stockage et le décorticage. Ainsi, les pertes de produits au cours du transport, la lenteur, l'irrégularité et l'insuffisance des moyens de transport ont représenté 25 % de la récolte.

Dès lors, l'importance du facteur logistique devient évidente. La faiblesse de l'offre et de l'inorganisation des systèmes de transport de la production agricole du monde rural constituent durablement un facteur suffisamment limitant qui compromet le développement de nos campagnes.

Au terme de ce diagnostic loin d'être exhaustif, nous pouvons dire que l'organisation des systèmes de transport ruraux actuels ne permet pas d'asseoir un développement durable de nos campagnes.

Éléments de stratégie

En partant de la logique d'intégration qui fait du transport un des moteurs du développement, nous allons essayer de formuler des recommandations qui peuvent s'articuler autour des points suivants :

Rôle de la puissance publique

L'État doit promouvoir le développement des transports ruraux en l'articulant à une politique d'aménagement du territoire qui prend en charge une meilleure distribution des équipements et des aménagements structurels. Il doit :

- réformer les politiques budgétaires et réglementaires ;
- rendre accessible aux ruraux, à des taux raisonnables, le crédit agricole surtout dans sa composante équipement ;
- augmenter les pistes de production initiées déjà depuis plusieurs années ;
- encourager les initiatives des acteurs privés du transport rural ;
- élaborer, à l'image du programme d'électrification rurale, un programme hardi d'appui au développement du transport rural.

Rôle des collectivités locales

La loi sur la décentralisation apparaît souvent aux yeux des ruraux comme l'alibi qui permet à l'État de se désengager. S'il est vrai que la philosophie de cette loi se fonde sur une réelle volonté de démocratisation et de responsabilisation des élus et des acteurs ruraux, il nous semble que la création et l'entretien coûteux de voies de communication, fussent-elles des pistes, transcendent les moyens budgétaires des collectivités locales. L'État doit appuyer les initiatives locales en direction d'un partenariat extérieur pour la recherche de moyens budgétaires additionnels.

Rôle des ONG

L'appui multiforme des ONG dans la recherche de la paix et du développement est connu et apprécié de tous. Elles doivent consolider les acquis et s'impliquer davantage dans la résolution des tâches domestiques en milieu rural qui éprouvent encore le genre féminin. Les ONG peuvent et doivent contribuer au rapprochement des peuples par la communication en intercédant auprès des décideurs politiques et des bailleurs de fonds.

Rôle des acteurs privés du transport

L'affaiblissement des politiques publiques renforce leur importance. Ces acteurs moteurs de la circulation — surtout dans les périphéries nationales — peuvent, par une meilleure organisation, un assouplissement voire une réduction tarifaire, participer au développement des campagnes.

Rôle des bailleurs de fonds

Depuis la mise en œuvre des programmes d'ajustement structurel, le rôle des bailleurs de fonds dans la définition et le financement des projets de développement est de plus en plus déterminant. Ils doivent aider à développer les transports ruraux par le financement de projets sectoriels spécifiques routiers qui partent des contingences du transport local rural et non du prolongement des systèmes urbains préexistants.

Promotion des MIT dans le cadre d'une coopération Sud-Sud

Cheikh Amadou Bamba Thioye

Coordinateur national

PTMR Sénégal

Objectifs du projet

- ❖ Objectifs de développement
- ❖ Contribuer à la réduction de la pauvreté en milieu rural par l'amélioration de l'accès aux services socio-économiques de base
- ❖ Objectif spécifique
 - Établir un cadre durable de promotion de MIT au Sénégal et l'accès de ceux-ci par les femmes

Description

- ❖ Composante 1 : renforcement de capacités
 - Identification des partenaires, ONG, administration centrale, administration locale, etc.
 - Identification d'une communauté rurale pilote
 - Identification des villages et bénéficiaires
 - Voyage d'études
- ❖ Composante 2 : identification des besoins en transport
 - Groupe de réflexion
 - Études socio-économiques avec différenciation entre les sexes
 - Définition d'indicateurs de performance

- ❖ Composante 3 : améliorer l'accès aux bicyclettes
 - Campagne d'information et de sensibilisation
 - Formation technique des bénéficiaires
 - Formation des mécaniciens
 - Mise en place d'un système de micro-crédits
 - Fourniture de vélos et de pièces de rechange à travers un processus communautaire participatif

Options technologiques

- ❖ VTT — « Afribikes »
 - Choix approprié
 - Qualité et robustesse
- ❖ Principales caractéristiques
 - Pneus larges pour terrain sablonneux
 - Système de freinage
 - Cadre en Y pour hommes et femmes
 - Porte-bagages
 - Choix de couleurs attractives pour les femmes

Organisation du projet

- ❖ Aire du projet : communauté rurale pilote du PNIR, un programme de renforcement des capacités en développement rural et décentralisation
- ❖ Comité de suivi (APCR, ABACED, OSDIL, PNIR, PTMR)
- ❖ Partenaires : Afribike, ONG Afrique du Sud

Financement

- ❖ Initiative femmes et transport rural en Afrique
- ❖ Programme national d'infrastructures rurales (PNIR)
- ❖ Programme sectoriel de transport

Résultats

- ❖ Formation d'ONG, de représentants de l'administration dans la conception et la mise en œuvre de projets de promotion des vélos et MIT
- ❖ Formation des mécaniciens dans la maintenance et la réparation
- ❖ Formation des bénéficiaires
- ❖ Fourniture de vélos adaptés aux conditions (techniques et financières)
- ❖ Mise en place d'une ligne de crédit pour MIT
- ❖ Disponibilité de données sur le transport

Conclusions

- ❖ Politique et stratégie de transport favorisant le développement des MIT
- ❖ Formation des parties intéressées
- ❖ Systèmes de crédit adapté
- ❖ Baisse ou suppression des taxes et droits de douane sur les MIT dans le cadre d'une stratégie de lutte contre la pauvreté
- ❖ Amélioration de la sécurité
- ❖ Éliminer les inégalités de sexe

Emerging rural travel and transport issues in the Malawi Poverty Reduction Strategy Process

*Mr. Arthur Chibwana,
Program Coordinator Malawi*

Introduction

Poverty situation/profile
Development goals/objectives

Context and overview of PRSP Process

What is the PRSP Process
How it is being used in Malawi
Role of MRTTP in the PRSP Process

Emerging Rural Travel and Transport Issues

Rural transport infrastructure
Intermediate Means of Transport
Institutional capacity

Way forward

Changing the mind set
Consultation/ Participation
Improvement of standards
Capacity Building
Coordination

INTRODUCTION

Malawi is one of the poorest countries in the world with sixty percent of the estimated population of ten million people living below the poverty line. The economy is agro-based and heavily susceptible to exogenous factors such as regional insecurity, bad weather and fluctuating international commodity prices. The country has very limited resources as the Government strives to improve the livelihood of the majority of the people. Poverty reduction is thus the Government's overarching objective and priority.

CONTEXT AND OVERVIEW OF THE PRSP PROCESS

Poverty can be defined and measured in many different ways. However, by most measures, poverty in Malawi is widespread, deep and severe and little significant progress has been recorded in the social indicators in the last thirty years. Nominal per capita GDP at U\$220 is less than half the sub-Saharan Africa average, half the population does not have access to safe drinking water and 43% are illiterate. Although poverty is more prevalent in rural areas (affecting 66.5% of the rural population), it is also prevalent in urban areas (affecting 54.9% of the urban population).

In order to reduce poverty in a systematic, effective and sustainable manner, the Government is preparing a Poverty Reduction Strategy Paper (PRSP) to guide all its activities. The PRSP process is therefore part and parcel of the on-going reforms after critically examining the past and is also a new approach in dealing with developmental issues in terms of planning, budgeting and implementation. PRSP is thus a crucial part of the process of moving from a statement of aspirations (Vision 2020) to a detailed annual budget through national and sectoral plans. Therefore, activities prioritized through the PRSP process will after costing and setting monitorable targets be implemented through the annual Budget.

One of the key lessons from the past is that Government has tried for too long to do too much, and as a result achieves very little. This is evident in the recent review of public expenditure which clearly demonstrated that Government's limited resources are spread too thinly across too many activities in sectors such health, education, agriculture and transport. The preparation of the PRSP is a mechanism for identifying the highest priority activities in the fight against poverty. It is therefore a means of determining which activities Government will perform in future, and those activities that will have to be sacrificed. As such the PRSP is building on what already exists in order to clearly and realistically establish through prioritization what the country can do on its own and what it can do with the support and assistance of its collaborating partners.

Prioritization through consultation and the involvement of all stakeholders is the core of the PRSP process. This is being done at two levels – between themes (e.g. education and agriculture) and within themes (e.g. choosing interventions within a sector). Thematic Working groups have in this regard been established to review strategies and prepare action plans. The groups are led by the relevant sector ministries and have members from civil society, donors, private sector and parliamentary committees. The groups are as follows: Poverty Profile and Monitoring, Macroeconomic stability, Growth and Diversification (sub-groups on Infrastructure, Credit, Taxation, Security and Justice, Industry, Science and Technology), Agriculture (Nutrition sub-group), Education, Health and Population, Public Expenditure, Decentralization, Governance, HIV/AIDS, Gender, Environment and Safety Nets. The PRSP process is being co-ordinated by the ministry of Finance and a Technical Committee comprising experts in various fields is responsible for overseeing the work of the thematic groups.

The Working Groups have been meeting since January 2001 and have submitted first drafts, which were as part of the consultation process subject to extensive commenting by the Technical Committee and a variety of stakeholders. These comments were exhaustively discussed with the Working Groups at a series of workshops held in early May 2001. The public has also been given opportunity to comment and the Working Groups are currently engaged in incorporating these comments. The Groups are also prioritizing and costing their strategies and will submit them for further review. This will be done several times before finalizing the action plans to ensure that targets are clearly set and that all stakeholders can monitor the implementation of the activities in the coming years.

The establishment of the Working Groups underscores the importance attached to bringing out specific poverty concerns in various sectors and sub-sectors. Infrastructure is a one of the sub-groups under Growth and Diversification and this is justified by the fact that infrastructure is necessary for growth and economic growth is itself a precondition for poverty reduction. However, growth works more effectively in some situations than in others. In the case of Malawi, growth is on the basis of the poverty profile, likely to occur and work more effectively where there is more equitable distribution and where growth is concentrated in sectors in which the poor play a significant role. Agriculture is one of these sectors and closely linked the sector is infrastructure and issues of rural access and mobility.

Malawi also recognizes the fact that the existence of a good infrastructure network in the rural areas is necessary for the improvement in agriculture the backbone of the economy and for improving the livelihood of the people. This is articulated in the Transport policy which also provides for the construction, maintenance and efficient utilization of a network of transport modes appropriate to the current and future developmental requirements of the country.

The provision of rural transport infrastructure and services is one of the primary concerns which the policy seeks to address. In this regard, the Ministry of Transport and Public Works and the Department of Local Government are members of the Infrastructure sub-group. The Department of Local Government is represented by the Malawi Rural Travel and Transport Programme. This is designed to ensure that infrastructure and in particular rural mobility and access are given the attention they deserve. The MRTTP unit has in this regard, fully participated in the preparation of the draft strategy and action plan on infrastructure.

EMERGING RURAL TRAVEL AND TRANSPORT ISSUES

The PRSP process so far has not resulted in a change in focal sectors. Education, Health and Agriculture remain the most important sectors for reducing poverty in Malawi. However, a number of important shifts in the way these sectors are looked at and the links between these sectors and other sectors such as transport have emerged. In particular, it has emerged that Government interventions in key sectors need to be focused on addressing the barriers that the poor face in reducing their own poverty. Policies must therefore address the causes of poverty. Policies must not just be aimed at growth for its own sake, but on growth that involves and directly benefits the poor.

One of the factors which has perpetuated poverty and is a constraint to the development of the agricultural sector is the poor condition of rural roads. This is an issue that has been raised in the consultative process at central level and was ranked highly in most districts. In fact in remote districts as well as districts with tourism potential it was the priority. In a few districts, other relevant transport infrastructure (for example, lake transport) was highlighted. Overall it was stressed that improved transport infrastructure is essential for translating increased agricultural productivity into poverty reduction and for opening up rural areas to off-farm diversification (agro-processing, tourism, etc.).

The existence of good roads is also considered necessary for improved access and utilisation of the available socio-economic goods and services. In this regard, people in the rural areas would like to have more resources put in the maintenance of feeder roads. In fact they are aware of the on going efforts by the Government to maintain the core road network but would like to have district and rural feeder roads maintained as a priority. Suggestions have been made for Government to re-introduce a programme of rural road maintenance similar to the District Road Maintenance and Improvement Programme which was implemented in the eighties.

The poor condition of the rural road network was also raised in relation to decentralisation which is being regarded as essential for poverty reduction. People are looking forward to

the full implementation of decentralisation so that local priorities such as the maintenance of feeder roads can be dealt with at the local level. However, it is also accepted that the District/Local Assemblies do not have the capacity or the resources to maintain all the roads but a start must be made if any significant progress is to be made in improving the income base for the people through agriculture.

The issue of rural roads has also been consistently and strongly raised in relation to the lack of physical access to markets. The poor quality and insufficient rural feeder roads linking farmers to towns, main roads other markets and has compounded the problems smallholder farmers face. Most of them lack information about market opportunities, and even where information exists, they lack the capacity to recognize and take advantage of these opportunities. In the light of the foregoing, there is need to link the production of specific products in the districts to domestic and international markets. Improved road infrastructure and access markets will enable the smallholder take full advantage of the existing opportunities and thereby contribute to the reduction of poverty.

The limited availability of rural transport services has also emerged as one of the issues that must be considered in the reduction of poverty. Rural communities accept that their incomes are low but are aware of the benefits of using IMT's for the marketing of produce and other socio-economic needs. They in particular expressed difficulties of using bicycles and the amount of time spent walking to hospitals, clinics and schools. There is therefore need to introduce IMT's which are appropriate for multiple use on the existing rural transport infrastructure. The IMT's should also provide a link to other modes of transport.

The consultations have also brought to the forefront the need for improved the standards of construction and maintenance. Concern has been raised that rural roads are being maintained using labour intensive methods but there is a shortage of technical personnel to supervise these works. Consequently, most of the roads are washed away during the rainy season and more resources are required after the rainy season for maintenance. This requires attention in the efforts to reduce poverty.

WAY FORWARD

The overall emphasis of the Poverty Reduction Strategy emerging from the PRSP Process so far is on creating the conditions for the poor to generate their own income and use the full potential to help themselves. This involves shifting from poverty alleviation through Government control and handouts to empowering the poor to reduce their own poverty.

This shift in emphasis will also involve a number of changes in terms of the activities Government performs but perhaps more importantly requires a change in attitudes to development (the mindset). It will involve changing perceptions of the poor from helpless

victims of poverty to active participants in the economy and finding solutions to their problems. This will particularly be useful in mobilizing the people to be actively involved in the construction and maintenance of rural infrastructure. There is however need to provide the technical support in to improve standards and for financial resources in the national budget for construction, maintenance and training. To this end, the Government will do its best to increase the allocation for the rehabilitation of rural feeder roads in the new fiscal year.

Finally, the issue of improved co-ordination is essential for the effective use of resources available for rural access and mobility. This in particular is the case in the rural infrastructure construction and maintenance since resources for this purpose are available through sectors such as Agriculture and education. The PRSP process has through consultation and prioritization provided a good basis for co-ordination and information sharing which must be harnessed. Failure to do this will create a situation in which resources are not used effectively and no provision made for the future maintenance of rural roads or the use of IMT's on the rural infrastructure network. This is also one of the ways taking full advantage of the opportunity provided by the PRSP process to raise the profile of rural travel and transport issues and ensure that they remain on the agenda.

Gender and Rural Transport Initiative

*Mme Adeline Sibanda,,
Technical advisor, GRTI*

What is GRTI

The Gender and Rural Transport Initiative (GRTI) is a project of the Rural Travel and Transport Program (RTTP). GRTI was started in November 1999 and is funded by the World Bank Development Grant Facility (DGF).

Purpose of GRTI

The purpose of GRTI is to strengthen the capacity of national RTTP programs to design and implement gender responsive rural travel and transport policies and strategies. GRTI should be viewed as an integral part of RTTP rather than as a separate set of activities.

Institutional arrangements

GRTI activities are overseen by a five-member steering committee (SC) comprising one representative each from Anglo- and Francophone national RTTPs, the RTTP regional advisor and MWENGO. The SC is chaired by UNECA. The SC meets quarterly.

Administrative arrangements of GRTI

MWENGO, a non-governmental organization (NGO) is the secretariat for GRTI. MWENGO is a regional NGO network based in Harare with member organizations in most of the RTTP member countries.

A technical advisor (TA) under contract with MWENGO provides technical support to GRTI and liaises with MWENGO and countries receiving funding under the GRTI grant facility.

Components of GRTI

GRTI has five components which are :

- ❖ Promotion of pilot projects
- ❖ Facilitation of studies
- ❖ Country workshops
- ❖ Capacity building and advisory services
- ❖ Dissemination of information and awareness raising

Promotion of pilot projects

During phase one, a pilot project was funded by GRTI in Senegal where bicycles were distributed by Afribike.

In phase two, GRTI has expanded its support to pilot projects. The following projects are being funded:

- ❖ Ethiopia – a pilot project on intermediate means of transport
- ❖ Kenya – reconstruction of the Nkone Bridge and assessing the impact of the reconstructed bridge on the community
- ❖ Tanzania – demonstration and distribution of IMTs in six pilot districts
- ❖ Malawi – distribution of IMTs to persons involved in economic activities in rural areas

Emphasis on this component will be put on monitoring the impact of the pilot projects and evaluation of the changes associated with GRTI funding. Participating countries will be helped to design monitoring and evaluation systems adapted from the Monitoring and Evaluation manual developed by GRTI. GRTI will ensure accurate documentation of the process so that the pilot projects can be duplicated in other regions or countries. Participating countries will be given guidelines to document the process.

Facilitation of studies to contribute to knowledge on gender and rural transport

During phase one, GRTI supported studies in Zimbabwe and Zambia. During phase two, GRTI is supporting nine studies. The studies are listed below:

- ❖ Zimbabwe – a survey is being carried out in three districts to identify problems in gender and rural travel and transport.
- ❖ Uganda – a study is being carried out to assess the impact of a project carried out by the Uganda National Farmers Association in the provision of donkeys to its members.

- ❖ Burkina Faso – an assessment of the gender impact of the use of IMTs in that country.
- ❖ Ghana – a study on how to make intermediate means of transport accessible to rural women in northern Ghana.
- ❖ Cameroon – a study to identify problems and opportunities in gender and rural travel and transport and to identify intermediate means of transport suitable for the three zones of the study.
- ❖ Ethiopia – a study to assess the type of IMTs suitable for each of the eight Weredas (districts) before distribution of IMTs.
- ❖ Nigeria – a study to analyze gender specific problems affecting Nigerian women in rural travel and transport and to identify solutions.
- ❖ In Malawi, studies are being conducted to obtain baseline information before the distribution of IMTs.
- ❖ South Africa – a study on assessing the gender sensitivity of surveys used in rural travel and transport and the extent to which the data analysis is gender responsive.

GRTI will continue to focus on the documentation of the studies. Emphasis will be put on the methodology of the studies and production of gender disaggregated data at the end of the studies. The studies will draw out possible solutions to the identified problems and document best practices arising from the studies for use by other stakeholders.

Country workshops

During phase one, gender sensitization workshops were held in Malawi and Cameroon. In phase two, Zimbabwe and Zambia are going to conduct gender and sensitization workshops. Madagascar will also hold the same kind of workshop focusing on the mainstreaming of gender in the project cycle.

GRTI will focus on measuring the impact of the training workshops. A questionnaire has been designed to collect baseline information on knowledge levels of individuals attending workshop and measure change at the end of the workshop and three months later.

GRTI wants to ensure that the content and process of the workshops is documented and that there is measurable change in levels of gender awareness among the participants. Evaluation forms have been designed to measure this change.

Capacity building and advisory support services

In phase one, capacity building and advisory services was achieved through review of proposals submitted for funding to GRTI by the technical advisor addressing specific queries coming from countries and through the regional workshop in Nairobi. During the

regional workshop, field visits and writing clinic were held to build the capacity of RTTP countries. Participants also shared experiences at the workshop.

Country workshops contributed to capacity building of the RTTP countries. A monitoring and evaluation framework was developed in phase one to build the capacity of RTTP countries in monitoring and evaluation. The manual is in both French and English.

During phase two, GRTI will continue to build the capacity of the RTTP countries and to give advisory services. To this end, GRTI is going to embark on the following activities :

- ❖ GRTI has developed training material on gender and rural transport. This is in response to the request by participating countries at the Nairobi regional workshop to raise their awareness in gender and rural transport and develop their skills in gender mainstreaming in rural transport.
- ❖ GRTI will hold a workshop for RTTP program coordinators during the period 23-25 May 2001, using the materials developed by the GRTI.
- ❖ GRTI will publish a technical note series that will focus on areas of interest to participating countries. The first technical note series addresses key concepts on gender and rural transport. At least four technical note series will be published during phase two.
- ❖ The technical advisor will continue to attend specific individual queries and requests for technical support from countries. The technical advisor will visit the participating countries and offer backstopping to the countries. Advice will be given on methodology, workshop content, report writing and gender mainstreaming among others.
- ❖ A regional workshop will be organized in November 2001. The purpose of the workshop will be to share experiences of participating countries and build each other's skills.
- ❖ The monitoring and evaluation framework developed in phase one will be tested and validated. Madagascar, Malawi, Zambia and Ethiopia have indicated their willingness to test the manual.
- ❖ The use of the GRTI website will also contribute to building capacity of the RTTP countries.

Dissemination of information and awareness raising

In phase one, GRTI launched a website and developed a video on the Malawi workshop. During phase two, GRTI will continue to improve the dissemination of information and awareness raising of the participating countries and interested parties through the following :

- ❖ Quarterly reports will be written and distributed both in hard copy and electronic forms. The purpose of the quarterly reports is to give an update on GRTI's achievements for the past quarter and plans for the coming year.
- ❖ GRTI will continue to disseminate information on its website. The main objective of the website is to provide information on gender and rural transport to RTTP coordinators and to countries receiving technical support from the GRTI. The website is also a source of information for other stakeholders who have interest in gender and rural transport. The use of the website will improve communication between participating countries.

Some of the information that is on the website is as follows:

- Brief description of projects being funded by GRTI in phase two.
- Technical note series focusing on areas of interest for participating countries. The first one which was produced in March outlines the basic gender concepts and their relation to rural travel and transport.
- A quarterly report that will give an up-date of what is happening within GRTI will be posted. The first quarterly report was produced in March.
- Country reports for GRTI phase one and phase two.
- An e-newsletter which purpose is networking, bouncing ideas across each other and brainstorming. The newsletter gives the project participants room to dialogue about problems and successes. This newsletter requires that each project participates – which is important. This will be produced in French and in English. All inputs to be sent by the 20th of each month are to be directed to grti@mwengo.co.zw. Our website address is www.grti.org

How to access funds from GRTI

Two windows are available for accessing funds through GRTI:

- I. Support for RTTP National Programs; and
- II. Support under the GRTI Technical Grant

Support for RTTP National Programs

- Support for national programs is only open to RTTP countries. The RTTP National Committee in the respective countries must clear submitted proposals.
- Funding per country is between US\$ 5,000 to US\$ 20,000.

Support under the GRTI Technical Grant

- The technical grants are open to any individual, organization, government entity or country that can demonstrate creativity and innovation in addressing the gender dimension of RTTP activities.
- The maximum size of total grants to any single institution or country will not exceed US\$ 5,000.

To be selected, proposals should follow the format for proposals provided by GRTI and submitted to the GRTI Administrative Office in Harare for attention: Ezra Mbogori on behalf of the steering committee (e-mail: gri@mwengo.co.zw ; fax: 263-4-738310 or mail to PO Box 817, Highlands, Harare, Zimbabwe).

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Agenda

Monday, May 21, 2001

Opening Session:

Chair: *John McIntre, World Bank Country Director Senegal*

09h00 – 09h10 Welcome Address
Maryvonne Plessis-Fraissard, World Bank, Sector Manager

09h10 – 09h20 Opening Address
Nigel Ings, World Bank, SSATP Program Manager

09h20 – 09h30 Opening Address
Arthur Chibwana, Program Coordinator, Malawi

09h30 – 09h40 Welcome Address
The Hon. Minister of Agriculture and Livestock,
Republic of Senegal

09h40 – 10h00 Keynote Address
Boubacar Diop, CONGAD

10h00 – 10h30 Coffee Break

Review of RTTP and Way forward

Chair: *Peter Roberts, DFID*

10h30 – 10h50 Consolidating the Gains
George Banjo, RTTP Regional Advisor

10h50 – 11h10 Discussion

11h10 – 11h30	Country Case Study on Senegal <i>C.A. Thiolye, Program Coordinator, Senegal</i>
11h30 – 11h50	Discussion
11h50 – 12h10	Country Case Study on Malawi: Emerging Rural Travel and Transport Issues in the Malawi Poverty reduction Strategy Process <i>Arthur Chibwana, Program Coordinator, Malawi</i>
12h10 – 12h30	Discussion on Malawi Case Study
12h10 – 12h30	Discussion on Malawi Case Study
12h30 – 14h00	Lunch
Chair:	<i>Carol Hanon, Ireland Aid</i>
14h00 – 14h20	Country Case Study on Madagascar
14h20 – 14h45	Discussion
14h45 – 15h05	Rural Transport Policy Implementation — The Ethiopian Experience So Far <i>Mulugeta Demise, Program Coordinator, Ethiopia</i>
15h05 – 15h30	Discussion
15h30 – 16h00	Coffee Break
16h00 – 17h30	Group Discussions: Lessons and Way Forward

Tuesday, May 22, 2001

Theme:	Presentation of issues arising from the group discussions to plenary and RTTP progress monitoring and reporting
Chair:	<i>Steven Chapaika, National Coordinator, Zimbabwe</i>
09h00 – 10h00	Presentation of group discussions
10h00 – 10h20	Proposed RTTP Program Monitoring and Reporting Dieter Schelling, RTTP Manager
10h20 – 10h30	Discussion

10h30 – 11h00	Coffee Break
Theme:	Report back on RTTP Thematic and Capacity Building Work
Chair:	<i>Bruce Thompson, European Union</i>
11h00 – 11h20	Gender and Rural Transport Initiative Adeline Sibanda, GRTI, technical advisor
11h20 – 11h30	Knowledge Base and Dissemination Strategy George Banjo, RTTP Regional Advisor
11h30 – 11h50	Rural Transport Database Dieter Schelling, World Bank, RTTP Team Leader
11h50 – 12h30	Discussion
Theme:	Way Forward
Chair:	<i>Josephine Mwankusyne, National Coordinator, Tanzania</i>
14h00 – 15h00	Comments and Conclusions
15h00 – 15h30	Evaluation of Meeting and Suggestions for Next Coordinating Meeting

PART TWO

Report on the Gender Training

Introduction

At a regional workshop held on gender and rural transport in Nairobi, Kenya, in November 2000, the participants expressed the need to sharpen their technical skills in gender analysis and gender mainstreaming and integration. It was proposed that a specific training program in gender and rural transport be designed. As a response to the request in Nairobi, a gender training manual was developed by GRTI and a gender training workshop planned to follow the RTTP Annual Meeting in Saly.

The training was targeted at RTTP coordinators and was conducted by Petronella Maramba and Trah Siagbe. Twenty people attended the training but only nine participants stayed to the end of the training. Those who were not able to stay until the end indicated that they had not made arrangements to stay for the gender training or they could not have connections at the end of the training.

Training Outcome

The start of the training was marked with resistance by a few of the participants who felt that the training was a way of advancing feminist approaches. Some coordinators thought they knew the subject well. This reaction was expected and it shows that the gender training was necessary to deal with the attitudes that the participants had on gender. By the end of the first day, the participants had such enthusiasm because they realized how much they did not know. For example participants noted that they did not know that there was a difference between "sex" and "gender".

The training was divided into three parts, the first part was gender awareness where the basic gender concepts were discussed, the second part was analytical tools and the last part was mainstreaming.

Recommendations from participants

- Participants indicated that the gender training introduced new concepts, so it was important to have it as a stand alone rather than after other meetings.
- The participants requested to have the training again, over five days to ensure that all issues are absorbed especially analytical tools and mainstreaming.

The recommendations from the participants were noted but it was also explained that having the gender training after the RTTP and RMI meetings helped in substantially reducing travel costs and saving on time. It was further explained that GRTI did not have adequate funds to hold the workshop on its own so RTTP had to come in and supplement the funding.

Evaluation

A three-stage evaluation was designed for the gender training and for all countries receiving grants for gender training. The first stage of the evaluation is to collect baseline information before the training in knowledge, awareness and attitude on gender. The second evaluation is done after the training workshop to measure change in knowledge, awareness and attitude. The last evaluation is done three months after the training. During this last evaluation, participants would also be asked to indicate how they are using the concepts learnt during training.

General assessment

All participants had heard about gender, but none had attended gender training. Only half of the participants were able to define gender. All participants were in agreement that gender was a rural travel and transport issue. An assessment of each participant for the two stages of evaluation was undertaken.

The main constraint during the training was the time allocated for training. The training however succeeded in raising awareness of the participants on gender and field-testing the manual that had been developed by the Gender and Rural Transport Initiative. From the training, it was noted that it would be necessary to incorporate “Power” as a module in the training manual so that the participants can better understand Sarah Longwe’s Empowerment Framework. The use of pictures, which was found to be very effective, will also be incorporated into the manual.

As gender is about changing attitudes, which takes time, it will be necessary to carry out gender training again in the next phase.

A training report from the facilitators will follow. The facilitators did a good job considering that the levels of gender awareness.

Country Coordinator's Reports

Cameroon Report by V. Lissom

A) Modalités de coordination nationale

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- ◆ Membres du Comité de pilotage :

Noms	Fonction/ Organismes
1. Sindeux Jean Bernard	Conseiller Technique n°1 au Ministère des Transports, Coordonnateur du PST, Président du Comité.
2. Mme Naah Essombe Grâce Esther	Chef de Division des Etudes au Ministère des Transports, Yaoundé Coordinateur National
3. Nuebe Mbilongo Dieudonné	Ministère des Pêches et Industries Animales Sous Directeur à la Direction de l'Élevage Yaoundé
4. Takang Eyong Agbor Johannes	Ministère de l'Environnement et des Forêts Chef de la Division des Normes et Inspections Environnementales au Secrétariat Permanent de l'Environnement, Yaoundé
5. Njoya Maurice Poumie	Ministère de l'Agriculture Chargé d'Etudes à la Direction des Etudes et Projets, Yaoundé
6. Shey Henry Ngandji	Ministère de l'Administration Territoriale

	Direction des Collectivités Territoriales Décentralisées, Yaoundé
7. Nyele Abanda Laurent	Ministère des Travaux Publics Chef de la Cellule Routes Rurales à la Direction des Routes, Yaoundé
8. Eteme Makoni Rosalie	Ministère de la Condition Féminine Sous Directeur de la Promotion Économique Yaoundé
9. Mbida Zono	Direction des Affaires Maritimes et des Voies Navigables Ministère des Transports, Douala
10. Raphaël Bernard	Délégation de la Commission Européenne en République du Cameroun BP 847 Yaoundé
11. Legoujeu Dejeujeu Lekame Maurice	Cellule Banque africaine de développement BP 836 Yaoundé
12. Christian Audibert	Agence française de développement BP 46 Yaoundé
13. Assogo Angoula Jean	Office National du Cacao et du Café BP 3018 Douala
14. George Ebelle Kelle	Organisation Professionnelle : Agriculture Agro-Industrie Communication (AGROCOM) Secrétaire Exécutif, BP 3118 Douala
15. Madala Camille	Société de Développement du Coton Chargé des Transports et des Relations avec les Opérateurs Privés. BP 302 Garoua
16. Biyong Pauline	ONG/Africa Reduction NetWork Poverty Directeur, BP 14702 Yaoundé
17. Nvhoankwi Jean-Paul	ONG/SAILD
18. Philippe Naegel	ONG/AFVP Association Française des Volontaires du Progrès
19. Mme Nga Marie Madeleine	Sous Directeur du Développement Communautaire – Ministère des Investissements et de Aménagement du Territoire Yaoundé.
20. Rubayiza Emmanuel	Bureau International du Travail Yaoundé
21. Lissom Vincent	Chef de Cellule Planification Personne Ressource Cellule PTMR Secrétaire du Comité
22. Ekwalla Bouma Daniel	Chargé d'Etudes Assistant Personne ressource Cellule PTMR Secrétaire du Comité

- ◆ Fréquence, Procès-verbal des réunions.

Quatre réunions statutaires par an et des réunions extraordinaires en fonctions des activités du Programme (restitution des études, préparation des séminaires nationaux ou sous régionaux, préparation réunion annuelle du PTMR).

B) Analyse de la situation

Les objectifs du Programme National PTMR

Dans le cadre du programme de relance économique, le Gouvernement camerounais a adopté une stratégie économique et sociale à moyen terme qui accorde une importance majeure à la réduction de la pauvreté.

Ce programme comporte quatre volets essentiels à savoir :

- La poursuite des politiques qui garantissent une croissance économique durable ;
- Une réorientation des ressources publiques vers les domaines sociaux et économiques de base ;
- Les actions spécifiques en faveur des femmes et des groupes structurellement vulnérables ;
- Une gestion efficiente des ressources humaines.

Cette déclaration est sous tendue par une stratégie comportant des plans d'actions sectoriels détaillés conformément aux engagements pris par le Gouvernement dans le cadre du programme économique et financier à moyen terme soutenu par la Facilité d'Ajustement Structurel Renforcé (FASR) avec le FMI et le troisième Crédit d'Ajustement Structurel (CAS III) avec la Banque Mondiale.

Dans le secteur des transports elle se traduit par une stratégie de transport en milieu rural qui constitue un des piliers majeurs de la réduction de la pauvreté, car l'absence d'infrastructures et la mauvaise qualité des services de transport entravent sérieusement le développement économique et social d'un pays.

L'objectif global du programme est de développer des politiques et des stratégies nationales en matière de transport en milieu rural en vue d'assurer une mobilité permanente des populations et des biens et de contribuer à la réduction de la pauvreté.

Le Programme vise donc à :

- améliorer la planification, la programmation et le financement des infrastructures de transport en milieu rural (routes, pistes, voies d'eau) ;
- promouvoir les moyens intermédiaires de transport (motorisés ou non) propres à accroître la mobilité des populations et à faciliter le transport des biens ;
- promouvoir l'appropriation et la diffusion des techniques de construction, de réparation et de maintenance à faible coût (utilisation de haute intensité de main d'œuvre).

Un cadre logique a été élaboré à cet effet, afin de nous permettre d'avoir une vision globale de notre programme, en attendant la finalisation du PRODOC en cours d'élaboration.

Les activités menées à ce jour selon les différentes composantes du Programme

Routes rurales

Nouvelle stratégie d'entretien des routes rurales

Une stratégie de réhabilitation et d'entretien des routes rurales a été adoptée par le gouvernement en vue de :

- garantir l'efficacité dans l'utilisation des budgets et des financements affectés à l'entretien des routes,
- favoriser l'amélioration de la productivité, la gestion au niveau local des routes rurales à travers une structuration progressive des Communes de manière à les rendre aptes à assurer pleinement les missions de maître d'ouvrage,
- impliquer les populations bénéficiaires à la prise de décision, au financement, à l'exécution de la réhabilitation et de l'entretien des routes rurales ainsi qu'à l'application des mesures de protection de l'environnement.

Sa vulgarisation reste toutefois subordonnée à l'adoption par l'Assemblée Nationale, des textes institutionnels responsabilisant les Communes et les Communautés bénéficiaires.

Sensibilisation des populations à la nouvelle stratégie

La sensibilisation des populations à la nouvelle stratégie des routes rurales a été confiée à trois ONG choisies : HELVETAS pour la Province du Nord Ouest, AFVP pour la Province du Centre et SAILD pour la Province du Sud.

L'intervention des ONG comprenait trois volets :

- Le volet 1 dont l'objectif était d'imprégner les différents partenaires des contours de la nouvelle stratégie et de les amener à jouer leur rôle tel que définit par la stratégie. Ce volet devait s'achever par la formulation des demandes par des populations bénéficiaires. Ce volet est achevé dans les trois provinces.
- Le volet 2 dont l'objectif était de préparer la mise en place des engagements mutuels entre tous les partenaires (Etat, Communes, et Communautés) a encore deux activités à compléter qui sont subordonnées à l'adoption de la loi évoquée ci-dessus. Des séminaires ateliers tenus dans les différentes provinces ont permis de proposer des cadres de concertation (Commission provinciale des Routes Rurales, et Comité Communal Consultatif des Routes Rurales)
- Les ONG ont mis en place à titre intérimaire des comités d'entretien et de gestion des routes rurales qui fonctionnent bien.
- Le volet 3 (conditionnel) porte sur l'organisation du suivi des engagements pendant l'exécution des travaux.

Appui HIMO

En collaboration avec le BIT une mission d'appui à la définition du concept HIMO a été faite en vue d'établir un plan d'actions pour introduire ces techniques et de permettre la poursuite de la mise en place du concept au niveau local.

Toutes ces actions qui contribuent à renforcer la stratégie du transport en milieu rural sont intégrées au programme.

Problèmes rencontrés

La campagne de sensibilisation menée par les ONG a suscité beaucoup d'espoir au sein des populations, espoirs qui n'ont pas été satisfaites en raison de l'insuffisance des crédits.

Par ailleurs compte tenu du dérapage de calendrier d'exécution des études, il s'écoulera une longue période entre la fin de la sensibilisation et le début des travaux ; il y a grand risque de perdre les acquis de la phase de sensibilisation. Certaines ONG ont souhaité que le démarrage du volet 3 les soit rapidement notifié.

Moyens Intermédiaires de transport

L'étude sur le transport en milieu rural qui vise à développer les moyens intermédiaires de transport adaptés à chaque région du pays se trouve à la phase de sélection du consultant. L'étude proprement dite pourra démarrer d'ici septembre 2001.

Genre et transport en milieu rural

Activités menées

La composante genre introduite dans le Programme a connu une évolution significative. Un séminaire atelier de sensibilisation et de mise en place de stratégie sur les problèmes de genre a été organisé sur financement du MWENGO. Ses objectifs étaient i) de mettre en évidence les contraintes et les opportunités qui existent pour l'intégration du genre dans les stratégies et politiques de transport en milieu rural comme moyen efficace de réduction de la pauvreté ; ii) de sensibiliser les administrations des transports et des communautés décentralisées sur l'importance du genre dans la définition des politiques et programme de transport ; iii) d'accroître la sensibilisation des décideurs politiques, les concepteurs et exécuteurs de projets par rapport aux préoccupations des hommes et des femmes au Cameroun ; iv) d'identifier pour répondre aux besoins de transport des hommes, des femmes et des couches défavorisées en milieu rural.

Résultats effectifs

Sur la base des objectifs définis, le séminaire a permis d'améliorer les termes de référence de l'étude genre et transport en milieu rural.

L'étude en cours a pour objectifs de :

- Identifier les problèmes que rencontrent les bénéficiaires, surtout les femmes qui utilisent le transport rural,
- Identifier les opportunités et contraintes des investisseurs dans le transport rural ;
- Identifier les moyens intermédiaires adaptés aux besoins réels des bénéficiaires.

La Cellule PTMR a bénéficié de l'expertise du Conseiller Technique du GRTI lors de sa visite au Cameroun pour la sélection du consultant. L'étude devra commencer dès la mobilisation des fonds par le MWENGO.

Transport fluvial et lacustre

Activités menées

Dans le cadre de l'amélioration et de l'ajustement des stratégies du système de transport en milieu rural au Cameroun, une étude sur la stratégie du transport fluvial et lacustre a été menée.

L'objectif était de proposer sur la base d'une caractérisation du problème de transport fluvial une stratégie visant l'amélioration des conditions de transport des populations utilisant les voies d'eau.

L'étude réalisée a été restituée au cours d'un séminaire atelier international qui avait regroupé les représentants des administrations, des sociétés de développement, des ONG locales, choisis pour leur implication quotidienne dans l'organisation, la gestion et le développement du monde rural. À ces représentants nationaux se sont joints les représentants des organismes internationaux et régionaux

Résultat effectif

Un diagnostic a été établi dans les zones pilotes retenues dans le cadre de l'étude. Toutefois le séminaire de restitution a recommandé une étude complémentaire dont les objectifs sont :

- quantifier les courants de trafic observés et présentés dans le rapport diagnostic, dans les zones spécifiées ci-dessus,
- faire ressortir et quantifier les trafics journaliers, mensuels effectués pour compte propre, des prestations de services aux tiers en fonction des destinations régulières observées lors de l'analyse diagnostique,
- Identifier les liaisons susceptibles d'être développés et, y mettre un accent particulier par rapport aux autres infrastructures de desserte,
- Proposer une analyse prospective de chaque liaison et des simulations de trafic par zone dans un horizon temporel,

en vue de finaliser la description des contraintes du système de transport fluvial et lacustre

VIH/SIDA et Transport

Dans le cadre de cette composante, une consultation est en cours en vue d'élaborer un document programme de stratégie de lutte contre le VIH/sida dans le secteur des transports.

Le consultant devra

- faire un état des lieux. Il s'agira de montrer de manière claire, les systèmes d'organisation en place dans le cadre de la lutte contre le VIH/SIDA dans le secteur des transports. Mesurer leur impact sur les populations et préciser les résultats obtenus.
- clarifier et présenter les différents acteurs en place. Il s'agira de présenter les différents cadres de réflexion engagés dans le pays dans ce secteur, leur mode d'organisation et au mieux les limites possibles de ces structures.
- clarifier les résultats et faire des propositions. Il s'agira de faire une évaluation critique des résultats obtenus par les acteurs en place du système de lutte contre le VIH/SIDA dans le secteur des transports par rapport à l'ensemble de la population nationale et de proposer les solutions cohérentes qui tiennent compte des réalités socioculturelles du pays.

L'ensemble des procédures ci-dessus devra être consolidé dans un document unique : le document programme de lutte contre le VIH/SIDA dans le secteur des transports. Ledit manuel devra préciser également : i) le contexte du programme, ii) ses objectifs, iii) la description du programme y compris les coûts, iv) les responsabilités et les liens entre les différents intervenants, v) les risques et pérennisation du programme.

Autres activités

Enquête sur la mobilité des populations rurales au Cameroun

Tout en reconnaissant que les populations rurales exercent des activités différentes, ce qui leur confère des rôles différents au niveau social et économique, elles ont des besoins et des contraintes différentes le besoin en information est grand et les lacunes immenses.

Pour améliorer la mobilité en milieu rural, il est important de connaître les disparités afin de proposer des actions ou des MIT qui répondent de manière appropriée aux préoccupations de chaque groupe.

Ainsi, le PTMR avec le concours de TRL, a réalisé des enquêtes sur la base des techniques du Diagnostique Rapide (DR) dans deux provinces du Cameroun : le Sud Ouest zone de forêt et l'Adamaoua zone de savane. Ces deux provinces ont été choisies pour donner une différenciation sur le plan socioculturel et géographique. Ces enquêtes ont été conduites sur la base d'une caractérisation socioéconomique intégrant l'approche genre et selon une thématique bien définie, ces enquêtes avaient pour objectifs de :

- déterminer le niveau de transport dans les villages ;

- connaître les besoins en transport de chaque groupe ;
- connaître les interactions entre les activités quotidiennes et les besoins en transport ;
- connaître les interactions entre les populations rurales et les services extérieurs de l'administration

Les différents thèmes de l'enquête ont porté sur :

- les problèmes du village ;
- les conditions d'existence ;
- la production agricole et pastorale ;
- les conditions de vente ;
- le transport et la mobilité ;
- les services extérieurs de l'administration.

Au-delà de ces objectifs ces enquêtes nous ont permis de mieux comprendre l'intérêt de prendre en considération l'approche genre dans les projets de transport, et aussi les contraintes de chaque groupe socio-économique en terme de transport et de mobilité.

En général ces enquêtes nous ont permis de comprendre les besoins en transport de chaque catégorie socio-économique et aussi de voir que la femme rurale reste très marginalisée.

Nous avons fait les constats suivants :

- La route reste la principale préoccupation des populations rurales à cause de son inexistence dans certaines localités ou son mauvais état dans d'autres. Conséquence, nonobstant leurs besoins en transport, leur mobilité reste limité à la marche à pied.
- La majorité des villages visités manque de services sociaux de base notamment : l'éducation, la santé et l'eau potable. Il faut parcourir de longues distances pour accéder à ces services. Par exemple, dans l'Adamaoua, les populations de la localité de Kognoli parcourent 36 km à pied pour se rendre à l'hôpital.
- Parmi les villages visités, nous avons pu nous rendre compte que les populations rurales tirent l'essentiel de leurs ressources (cash) à travers l'agriculture et l'élevage et dans une moindre mesure la pêche. Dans la province du Sud Ouest où le sol est très fertile, un paysan nous a confié que les populations rurales pourraient produire plus et gagner plus d'argent si les routes étaient réhabilitées et entretenues.

- Le service de transport public là où il existe dessert les villages une fois par semaine à des prix variant de 50 à 100 F CFA/km en fonction des saisons. Durant la saison des pluies compte tenu de l'état des routes, ce service est abandonné. Généralement cette période des pluies correspond à la récolte des produits maraîchers à caractère périssable (avocat, tomate, légumes, macabos...).
- La collecte de l'eau et du bois de chauffe est une activité réservée aux femmes. Cette collecte aussi nécessite la marche sur des longues distances en particulier dans l'Adamaoua où les marigots tarissent en saison sèche.

Les moyens intermédiaires des transports recensés sont :

Dans le Sud Ouest

- Pousse-pousse
- Bicyclette

Les populations rurales du Sud Ouest se sont montrées très intéressées à l'introduction d'autres moyens intermédiaires de transport comme la charrette ou les ânes.

Dans l'Adamaoua

- Bicyclette
- Ânes
- Chevaux
- motocyclette

Les populations de l'Adamaoua se sont montrées aussi très intéressées par l'introduction d'autres moyens intermédiaires des transports : pousse-pousse, charrette.

Mais toutes les populations rurales s'accordent à dire que seule le véhicule peut réduire leur pénibilité et accroître leur mobilité.

- Les femmes restent encore très marginalisées dans les villages visités, à cause des traditions ancestrales, et des barrières magico-religieuses. Leur accès aux MIT reste très limité, par exemple dans le village Hanloa l'usage de la bicyclette est interdit aux femmes, dans l'Adamaoua aucune femme n'est chef de ménage.
- Dans le Sud Ouest où il y a quelques femmes chef de ménage, elles le sont sans pouvoir réel, parce que toute décision est prise à base d'une consultation des hommes.

- L'absence des vecteurs d'information que sont la radio et la télévision en milieu rural à cause du manque d'électricité continue à reconforter les populations rurales à vivre comme au moyen âge.

Sur la base de ces constats, une vaste campagne d'information, de formation et de sensibilisation s'impose au niveau des communautés rurales afin de leur expliquer comment on peut arriver à réduire la pénibilité des tâches liées au transport par l'usage des MIT. Autant il est important de sensibiliser les décideurs à intégrer l'approche genre dans les transports autant il est nécessaire d'informer les masses paysannes à changer de comportement, à briser les tabous et de vivre en fonction de l'évolution du monde.

Aussi, pour que les parties prenantes soient informées, il est proposé :

1. d'utiliser les moyens de communication de masse (radio) en s'appuyant sur les langues nationales ;
2. de mettre la télévision au service du monde rural ;
3. d'organiser des campagnes de proximité d'information et de communication par les élites, les ONG, les collectivités locales, les groupes confessionnels, les députés ;
4. organiser des consultations participatives.

En ne tenant pas en compte des besoins des femmes et des pauvres en matière de transport, l'on aboutit à une marginalisation de leurs activités. L'objectif de faire d'elles un moteur du développement à travers l'augmentation de leurs ressources n'a pas été atteint à cause de leur faible mobilité et de leur faible accès aux outils de production.

Participation à l'opération pilote de développement participatif des communautés villageoises

Afin de promouvoir un développement local durable, le Ministère des Investissements Publics et de l'Aménagement du Territoire a élaboré une stratégie articulée autour de la stimulation de la participation communautaire et multisectorielle dans l'ensemble du processus de planification villageoise à différent niveau d'intervention.

Cette stratégie suppose qu'une fois retenue, les actions identifiées dans les plans de développement villageois recevront l'appui nécessaire pour susciter l'engouement des populations.

L'opération pilote de développement participatif des communautés villageoises a pour objectifs de :

- Définir une approche nationale en matière de participation villageoise qui prend en compte les différentes approches utilisées actuellement par différentes structures d'intervention ;
- Tester jusqu'en décembre 2001 les voies et moyens permettant de diffuser cette approche en vue d'obtenir une couverture nationale de l'ensemble des villages du Cameroun dans un temps relativement court ;
- Clarifier les arrangements institutionnels (identification des structures de coordination, leadership institutionnel et technique, structure d'exécution, etc..) ;
- Déterminer les mécanismes de mobilisation et de transfert des ressources financières pour soutenir directement les actions villageoises ;
- Intégrer la lutte contre le VIH/SIDA aux actions participatives de développement à la base.

Le PTMR est une partie prenante de cette opération dans l'élaboration des plans de développement des villages, et la mise sur pied de l'organisation communautaire devant accompagner l'exécution desdits plans dans huit départements pilotes.

Élaboration du plan media

Le Programme de Transport en Milieu Rural (PTMR) a initié l'élaboration d'un plan media en vue de la sensibilisation des populations rurales ainsi que tous les acteurs du système de transport en milieu rural, à travers une large vulgarisation des actions et activités de son programme.

L'objectif de cette consultation était de proposer une stratégie de communication permettant :

- D'arriver à mieux sensibiliser les populations dans le monde rural afin de leur permettre de s'imprégner des stratégies mises en place dans le cadre du programme ;
- D'assurer une large couverture médiatique des opérations menées
- De préparer l'environnement et la sécurisation du programme à travers des attitudes incitatives permettant son appropriation par les différents acteurs
- D'entretenir une bonne et égale compréhension du programme par l'ensemble des acteurs
- De procéder à la promotion et au rayonnement du programme

Plus spécifiquement il s'agit :

- De mieux orienter les actions de sensibilisation de la cellule technique de coordination du PTMR ;
- De proposer les méthodes et les moyens de communication possibles permettant de vulgariser les actions menées dans le cadre du programme ;
- De définir les indicateurs de performance permettant de saisir le degré d'implication des populations des zones rurales ;
- D'informer et de faire connaître l'expérience du Cameroun sur le plan international auprès des bailleurs de fonds institutions internationales, des différents partenaires ;
- De maîtriser les coûts liés aux actions médiatiques et de communication du programme. ;
- D'institutionnaliser les actions de communication.

A l'issue du dépouillement des offres, IMCS, notre cabinet, a été retenu avec pour tâches de :

- Concevoir un plan média qui permettrait une bonne et parfaite vulgarisation des actions du programme sur l'ensemble du territoire national ;
- Concevoir tout le matériel et matériaux nécessaires à la réalisation et à la mise en application du plan (conception plaquette, bulletin d'information, des cassettes audio-visuelles, etc.) ;
- Planifier la périodicité des actions dans l'espace et le temps ainsi que leurs temps de publication par type de média ;
- Proposer un budget annuel de leur mise en œuvre par type de variante ;
- Déterminer les contraintes et contrariétés possibles susceptibles de créer des entraves à la mise en œuvre du plan et proposer des solutions adéquates ;
- Concevoir les contenus des supports d'appui médiatique nécessaire, leur mode d'utilisation et de publication pour l'imprégnation, la sensibilisation, l'information et la participation des populations au développement du programme à court, moyen et long terme.

Le plan média proposé comporte deux dimensions :

- Le niveau stratégique (moyen long terme) qui apparaît dans la matrice de Plan Média ci-dessous ; il définit les objectifs de communication, formule des idées de thèmes de messages / slogans forts à affiner, et propose les supports de communication appropriés ;

- Le niveau opérationnel sur deux ans (voir Plan d'opération ci-dessous également) dont les besoins en ressources ont été regroupés dans le devis (point 4.3 ci-après). Le plan d'opération et son devis sont indicatifs mais peuvent servir de base pertinente de budgétisation.

Les activités pour le restant et après l'an 2000

Renforcement des politiques

- Élaboration du PRODOC
- Élaboration d'une stratégie et d'un plan d'action de lutte contre le VIH/SIDA dans le secteur des transports
- Étude sur le Genre et le transport rural
- Appui technique à la mise en œuvre des travaux HIMO
- Finalisation du manuel d'exécution du programme de transport en milieu rural

Poursuite des réflexions sur le transport rural

- Finalisation des textes d'application de la loi d'orientation de la réhabilitation et l'entretien des routes rurales
- Finalisation des descriptions des contraintes du système de transport rural
- Données complémentaires sur le transport fluvial
- Rédaction d'un cahier de charges pour la mise en place d'un système d'information géographique sur les routes rurales
- Elaboration des procédures techniques de programmation des travaux sur les routes rurales
- Identification et préparation d'un programme d'investissement prioritaire des routes rurales
- Elaboration et mise en place d'un plan de formation de renforcement des structures impliquées

Formation

- Séminaire de vulgarisation du cadre réglementaire et de la stratégie des routes rurales
- Formation sur la mise en œuvre des travaux HIMO
- Séminaire sur les standards et les petits ouvrages d'art ruraux
- Formation sur la programmation des travaux des routes rurales
- Atelier de formation sur l'entretien des routes rurales
- Formation sur les techniques du système d'information géographique (GIS/GPS)
- Séminaire d'internalisation du manuel d'exécution (PRODOC)
- Séminaire de restitution de l'étude sur les MIT

Augmentation des capacités de gestion et de planification

- Confection d'une banque des données rurales
- Enquêtes et comptage routier en milieu rural ;
- Analyses comparatives des coûts de transport en zone rurale ;
- Enquêtes nationales sur la mobilité en zone rurale ;
- Contrôles et surveillance du réseau national de transport en milieu rural.

Capitalisation de l'expérience pilote

- Mise en application d'un plan média

Problèmes au niveau national et solutions proposées

La stratégie nationale de lutte contre la pauvreté se base sur les axes prioritaires suivants :

- privilégier la production agricole surtout vivrière, celles des protéines d'origine animales et halieutiques ;
- accroître la production et la productivité des pauvres ;
- promouvoir les opportunités d'emplois notamment par les programmes à haute intensité de main d'œuvre ;
- investir dans le capital humain (alimentation, santé, eau potable, éducation) ;
- investir dans les infrastructures économique de base ;
- réaliser des projets en faveur des femmes, des groupes structurellement vulnérables et des régions défavorisées.

Cette stratégie est intégralement traduite dans le secteur des transports qui sous tend la croissance économique et favorise l'intégration des populations et les échanges. Elle est mise en œuvre par :

- une stratégie sectorielle des transports qui est un processus continu de prise de décisions pertinentes au niveau sectoriel et de choix des investissements en fonction des performances macro-économiques du pays et de sa capacité d'absorption ;
- une stratégie d'entretien des routes rurales qui s'appuie sur un processus de décentralisation en cours et un transfert de responsabilité aux collectivités et populations locales, en vue de l'amélioration et de la conservation du patrimoine routier rural.
- une stratégie fluviale en cours d'élaboration notamment par la réalisation d'une phase diagnostic.

- une étude diagnostic sur le transport rural, inscrit dans le cadre du projet BAD réduction de la pauvreté et d'actions en faveur des femmes dans la province de l'Extrême Nord, en vue de proposer des moyens de transport efficaces dans les zones rurales à base d'équipements dont les techniques de construction et d'entretien sont simples, de moindre coût et font appel à l'utilisation d'une forte intensité de main d'œuvre locale ;
- un plan d'action pour le transport terrestre qui prend en compte la situation des usagers et des riverains et met en œuvre une politique de déserte moins cher des localités ;
- un projet visant à substituer des routes rurales aux services omnibus a été mis en place dans la perspective d'une amélioration de l'exploitation des services ferroviaires afin d'en renforcer la compétitivité et de réduire les charges récurrentes de l'Etat ; l'objectif majeur du projet est la réhabilitation ou l'aménagement des routes reliant les villages jusque-là desservis par le seul chemin de fer au réseau routier prioritaire qui fait l'objet d'un entretien régulier. Il s'agit essentiellement de désenclaver ces localités aussi bien pour les échanges commerciaux que pour l'accès à d'autres services essentiels (santé, école...). Ces routes permettront également un meilleur accès aux espaces ruraux exploitables et favoriseront le développement des activités agro-pastorales.
- un fort intérêt manifesté par la communauté des Bailleurs de Fonds pour les routes rurales

Cette politique de développement des transports met l'accent sur le développement du transport en milieu rural qui est une composante placée au cœur de la lutte contre la pauvreté. Afin d'harmoniser les actions entreprises dans ce domaine, le Cameroun a adhéré au Programme de Transport en Milieu Rural (PTMR) avec l'appui de la Banque mondiale.

Solutions proposées

- Introduction des projets PTMR dans le cadre des financements PPTE
- Intégration du PTMR dans les autres politiques sectorielles de développement (VIH/SIDA, Développement communautaire, stratégie agricole etc.)
- Appui des autres bailleurs de fonds qui financent les projets en milieu rural

Activités principales des bailleurs dans les pays membres du PTMR

Programme IDA

L'IDA finance un programme d'entretien des routes rurales dans le cadre du PST

Programme Agence Française de Développement

dans le cadre du programme de Routes de substitution au service omnibus relevant du transport ferroviaire, l'AFD finance la réhabilitation de 45 itinéraires de route d'une longueur totale de 398 km

Montant de la convention : 5.793.062,66 Euros (3.800 millions F CFA). Les travaux seront réalisés pendant l'exercice 2000/2001.

Programme Union Européenne

La Cellule Stabex envisage apporté un appui à la mise en œuvre de la stratégie d'entretien des routes rurales à travers le reliquat des fonds Stabex. Cet appui consisterait à financer le contrôle et les travaux de réhabilitation sur un linéaire estimé à 300 km de routes rurales ayant été sensibilisé à la stratégie et dont les études techniques sont/seront disponibles

Programme Banque Africaine de Développement.

Dans le cadre du projet de réduction de la pauvreté et Actions en Faveur des Femmes, la BAD finance l'étude du système de transport rural sur l'ensemble du territoire national

Coût : 82 millions FCFA

Base de données du transport rural

1. Longueur et état du réseau.

Réseau (km)	prioritaire	Non prioritaire	TOTAL
Routes bitumées	4.048		4.048
Routes en terre classées	9.929	8.087	18.016
Routes rurales	12.110	15.583	27.693
TOTAL	26.087	23.670	49.757

La répartition provinciale du réseau prioritaire est donnée ci-après pour les trois catégories définies ci-dessus.

provinces	Routes en terre classées (km)	Routes bitumées (km)	Routes rurales (km)	TOTAL
Adamaoua	1155	306	605	2.066
Centre	1332	827	3725	5.884
Est	1216	92	868	2.176
Extrême-orient	942	577	1195	2.714
Nord	758	441	867	2.066
Littoral	625	513	708	1.846
Nord -Ouest	814	189	1231	2.234
Sud-Ouest	796	245	740	1.781
Ouest	825	408	1473	2.706
Sud	1466	449	698	2.613
TOTAL	9.929	4.048	12.110	26.087

Autres réseau

Fer : total ligne chemin de fer : 1.245 km dont 945 km exploités.

Air :

Noms des aéroports	Longueur des pistes (m)
Douala	2 850
Garoua	3 400
Yaoundé - Nsimalen	3 400
Ngaoundéré	2 700
Maroua Salack	2 100
Bamenda	2 500
Bertoua	1 800
Koutaba	2 500
Bafoussam	2 500
Batouri	1 900
Tiko	1 370
Kribi	1 800
Dschang	1 100
Yaoundé ville	2 000
Mamfé	1 370

Voies navigables :

Cours d'eau	Distance navigable (km)
Cross River	
Ndian (navigation à l'intérieur d'un delta)	
Wouri	64
Mungo	110
Sanaga	380
Nyong	300
Sangha et le Ngoko	220
Bénoué	1500
Logone	

Lacs navigables :

MAGA
LAGDO

Mobilité des populations

Pourcentage de la population sans accès motorisé en toute saison dans un rayon de 1 à 2 km

Dépenses routières

- Moyennes des dépenses annuelles de construction d'infrastructures rurales ces 5 dernières années. *Pas de nouvelles constructions*
- Moyennes des dépenses annuelles d'entretien des infrastructures rurales ces 5 dernières années. *USD 5.439.333*

Prix du carburant

Super : USD 0.58/l
Gas oil : USD 0.48/l

Classement par rapport aux autres pays africains

Trafic motorisé sur les routes rurales

Écart type de trafic journalier moyen sur les routes rurales

% type de camions (> tonnes) *Néant*

Modes de déplacements en milieu rural

Durée journalière moyenne consacrée à des activités de transport par les hommes et les femmes. (en heures)

Temps consacré aux activités de transport liées aux travaux agricoles et à la collecte d'eau et de bois de feu.

<i>Eau</i>	<i>1h - 5m</i>
<i>Bois de chauffe</i>	<i>2h - 10m</i>
<i>Champ</i>	<i>3h - 30m</i>

Services motorisés de transport en milieu rural

Coût moyen par passager-km et tonne-km des services (en US cents)

0,06 passager/km

Moyens intermédiaires de transport

Nombre moyen de MIT par ménage (vélo, âne, autre)

Vélo : 0,066

Prix moyen d'un vélo normal (en USD) : *160*

Données générales

Revenu moyen d'un ménage rural en USD : *83,73*

Taux de scolarisation des garçons et de filles (en %)

Filles 21,8 % zone rurale de la savane contre au moins 87% dans les autres régions rurales du pays

(Source ECAM 1996/DSTA)

Country Coordinator's Reports

Ethiopia Report By Mulugeta Demissie

Institutional and Implementation Arrangement

The ERTTP is to be owned and driven by rural communities. The creation of an institutional structure at the grass roots level (i.e. at Wereda and Village level) is considered to be the best way of promoting development of this type. Thus, ERTTP is planned to have a complementary institutional structure outside the jurisdiction of the sectoral government. The main duties and function of the organizational arrangement and members are briefly described in under this section.

The main ERTTP Organisational Arrangement include:

- Central Programme Coordinating Board (CPCB);
 - National Coordinator (Secretary to CPCB)
 - Programme Coordinator (Vice secretary to CPCB)
- Regional Programme Coordinating Committee (RPCC);
 - Rural Roads Authority (Secretary to RPCC)
 - Zonal Administrator
- Wereda Development Committee (WDC); and
 - Wereda Development Technician
- Village Development Associations.

The Wereda Development Committees (WDCs) and Village Development Associations (VDAs) are the engine of the programme. The WDCs and VDAs will be supported by Regional Programme Coordinating Committees (RPCCs), and a Central Programme Coordinating Board (CPCB).

The Central Programme Coordinating Board Chairman will be appointed from Representative of Regions or Representative of Regional Affairs Bureau of Prime Minister Office.

The Key members of the Central Programme Coordinating Board are:

- Regional Affairs Bureau
- Ethiopian Roads Authority (National Coordinator and Secretary);
- Science and Technology Commission
- Ministry of Agriculture; Transport Associations;
- Disaster Prevention and Preparedness Commission
- Small Scale Enterprise Associations
- Ministry of Transport; Environment Protection Authority
- Ministry of Works and Urban Development

The CPCB will assume the leading role in policy formulation, legal dispositions, regulations, awareness development, and providing technical guidance and support for the development of rural travel and transport infrastructure and services in the Regions. Its role is also vital in enhancing the capacity at the Regional level, setting standards, and disseminating best experiences across Regions and coordinating external and internal government support for the Programme. The Ethiopian Roads Authority (ERA) is the secretary of the Board and ERAs office will serve as a secretariat. The General Manager of the Ethiopian Roads Authority is the National Coordinator of ERTTP. ERA is the responsible body for the planning of the road network in the country and is already providing technical assistance to Regional Roads Authorities (RRAs). The Programme Coordinator of RTTP is an employee of the Ethiopian Roads Authority. The Programme Coordinator is the Vice-Secretary of the CPCB is responsible for the overall ERTTP programme coordination.

Regional Programme Coordinating Committees (RPCCs)

The Key members of the Regional Programme Coordinating Committee are:

- Regional Vice President (Chairman)
- Region DPPB
- Regional Planning Bureau
- Finance Bureau
- Women's Representative
- Education Bureau
- Rural Roads Authority (Secretary)
- Health Bureau;
- Transportation and Communication Bureau
- Zonal Administrator (coordination of the Weredas)
- Water, Minerals & Energy Bureau
- Representative of Transport Associations

- Work and Urban Development Bureau
- Representative of Small Scale Enterprise Associations
- Agriculture Bureau
- Representative of Regional Development Associations.

The RPCCs will be responsible for guiding, monitoring the planning and execution of the regional rural travel and transport development initiatives. It will play the leading role in the development of the region's ERTTP, as well as, in facilitation of improved quality and proper siting of services in conjunction with other sector plans in the region. The RPCCs in close consultation with CPCB also have a vital function in the preparation of simplified technical options for low level rural roads and means of transport, determining viable implementation considerations, mobilising resources, developing systems and procedures (financial management, maintenance, environmental protection etc.). The Rural Roads Authorities of each Region will serve as a secretariat for the respective RPCC.

The Zonal Administrator is the member of the RPCC. A Zonal Administrator will be responsible for all Weredas under the Zonal Administrator. The main function of the Zonal Administrator is coordinating the formulation and implementation the ERTTP over all Weredas under the Zonal Administrator. One Zone can have many Weredas depending to the geographical coverage and population density of the Zone. There is more than 56 Zonal Administration in the country.

The Wereda Development Committees (WDCs)

The Key members of the Wereda Development Committee are:

- Wereda Administrator (Chairman)
- Representative of Bureau of Health
- Women's Representative
- Representative of Education Bureau
- Representative of Regional Rural Roads Authority (optional)
- Representative of Investors
- Wereda Agricultural Office (Wereda MOA offices)
- Representative of Commercial and Government farm; forest and game reserve; and other developmental road owner's
- Representative of DPPC
- Representative of Youth Associations
- Representative of NGOs operating in the Wereda (optional)
- Representative of Regional Development Associations
- Representative of Village Development Association

There are about 500 Weredas in the country. A Wereda is a small administrative district. Each Wereda will have many Village Development Associations depending on the Geographical Area and Population Density of the Wereda. The function of the

WDCs is to carry out the responsibility for planning, resource mobilisation and managing the implementation of the ERTTP in their respective jurisdictions. The WDCs have responsibilities for the development and implementation of the Integrated Wereda Transport Development Plane in the Wereda.

Each Wereda will employ a Wereda Development Technician. The Wereda Development Technician will be trained using the training materials that are to be prepared based on the ERTTP manuals. The main duty of the Wereda Development Technician is to provide technical support for the village associations and to coordinate formulation and implementation of the ERTTP programmes at Village levels. The technician's other main duty is working as liaison officer and representative of the WDC. He/she shall coordinate of the ERTTP tasks between WDC, VDAs, concerned sectoral organizations within the Wereda, and NGOs operating in the Wereda. This will facilitate effective implementation, monitoring and coordination of the ERTTP.

Village Development Associations (VDAs)

The Key members of the Village Development Associations are:

- Representative of Farmer Association/Kebele Chairman)
- Representative of Religious /Village Chiefs
- Representative of Women's
- Representative of community services (education, health, and investors)
- Representative of Elders
- Representative of Youths Associations

The function of the VDAs is to carry out the responsibility for planning, resource mobilisation and managing the implementation of the ERTTP in their respective village. The role of the VDA will be to co-ordinate the participation of the community for the development and implementation of the Integrated Wereda Transport Development Plane in the Wereda within the village both at the planning and implementation phase.

Situational Analysis

The existing motorized transport accounts only for about 20 percent of the total travel and transport demand of the country, the balance, 80 percent, depends on traditional means such as walking, head loading, back loading and use of pack animals. Potable water supplies, sanitation, health, education and other social infrastructure service coverage are low. Cognizant of these facts the Government has launched the Road Sector Development Programme (RSDP) to facilitate the development in the other sectors, especially the agricultural development-led

industrialization (ADLI) policy of the country that postulates using agriculture as a springboard for other sectors.

The RSDP includes the development programmes under the Ethiopian Roads Authority (ERA), The Region's Rural Roads Authorities (RRAs), and the Ethiopian Rural Travel and Transport Programme (ERTTP). Specifically the programme under ERA and RRAs will only reduce the proportion of the country 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. Even though, the rehabilitation, upgrading and expansion of the all-weather road network (roads under ERA & RRAs) is relatively well covered by existing or proposed intervention. It is deemed necessary, as a component of the RSDP, to develop Ethiopian Rural Travel and Transport Programme (ERTTP) that will specifically address the deficiencies in rural transport services to reduce the hindrance they impose on rural development.

On going Development Programmes

The reduction to rural transport burden is achieved from the development contributions that come from all concerned sectoral government development programmes, NGOs, Communities (ERTTP) and private investors. This report only focuses on the on going development programmes under RSDP. The RSDP includes the development programmes under the Ethiopian Roads Authority (ERA), the Rural Roads Authorities (RRAs) of the Regions and the development programme under the Ethiopian Rural Travel and Transport Programme (ERTTP).

Civil Work Programmes under ERA

Rehabilitation and Upgrading of Trunk Roads

This involves the rehabilitation and upgrading of 24 trunk roads with a total length of 5471 km. Out of which 4926 km is planned to be accomplished under RSDP I (1997-2002) whereas the remaining 545 km to be accomplished in RSDPII (2003-2007). The accomplishment up to November 2000 is 1072 km.

Upgrading and Expansion of link Roads

The total length of link roads to be upgraded and constructed amounts to 2696 km. During RSDP I to be upgraded and constructed amounts to 1963 km whereas in RSDP II it will amount to 733 km. The accomplishment up to November 2000 is 684 km.

Periodic Maintenance

The total length of planned periodic and routine maintenance under RSDP is 2389 km. The accomplishment as of November 2000 is 167 km. The data for routine maintenance is available in terms of expenditure made which is 331.6 million Birr against the planned 734.4 Million Birr under RSDP I.

Civil Work Programmes under RRAs

The total length of roads planned to be constructed under the regional government responsibility (RRAs) is 15572 km. The accomplishment up to November 2000 is 5437 km. In addition to this there was a plan to undertake rehabilitation of 5000 km but no performance is recorded on the rehabilitation of rural roads. The data for routine maintenance is available in terms of expenditure made, which is 110.1 million, Birr against the planned 161.1 million Birr under RSDP I.

Programmes under ERTTP

The Rural Roads and Transport Strategy (RRTS) and development programme have been developed by the FDRE with the assistance of the World Bank RTTP Unit. The ERTTP has been formulated with the basic objective of reducing rural transport burden and facilitation of the on going poverty reduction development efforts. Specifically, ERTTP will be implemented in close co-ordination and co-operation with concerned development sectors and NGOs with the communities taking the lead.

The current main tasks under ERTTP include formulation of the development plans, preparation for establishing the ERTTP organization structures, looking for financial resources for start-up, promotional and the main programme activities. These are the main components of the start-up stages activities to functionalise ERTTP. It is expected and believed that the success of this programme depends on the level of commitment from the Government, donor communities, NGOs, and the rural communities. At this stage, the commitment from all stakeholders seems promising and encouraging. It is expected that the existing support and commitment will increase continuously from all side to get the ERTTP fully functionalised. A brief description of the current situation is presented in the following section.

Development Programme

The findings from RRTS workshop, VLTTs, subsequent stakeholder consultations, have all been used as basic input for formulating the Indicative Seven-year Ethiopian Rural Travel and Transport Development Plan. The constraints to socio- economic development in the country, and in particular on the rural household due to the existing low road density and transport vehicle fleet have been considered in designing the programme. Further to this, in formulating the development

programme consideration has been made to the fact that the concerned sectoral organisations, NGOs, communities, private development organisations are the key contributors to the reduction of the rural transport burden through their ongoing and future development programmes.

The actual magnitude and type of projects under ERTTP will depend on the communities' demand and will be detailed in the Wereda Travel and Transport Plans (WTTP) to be prepared for each Wereda. However, it is assumed that the programme more or less will address the following:

- Development of low standard rural roads;
- Facilitation of the improvement of accessibility to domestic and socio-economic facilities through expansion of the facilities and optimising facility siting;
- Promotion of the capabilities of the rural households to use existing facilities through facilitating the development of agricultural and non-agricultural income generating schemes (e.g. cash crop production, irrigated farming, improved livestock, credit facilities, etc.)
- Promotion of the transport service development through provision and expansion of sustainable and affordable transport means and services. This task is assumed to be covered by individuals/associations that needs to participate on transport provision.

A seven-year development plan has been prepared for ERTTP. This plan is grouped in to two in order to have a smooth transition from the pilot demonstration works to full-scale implementation of the Programme nation wide. The implementation of both groups will be carried out in parallel with gradual increase of the magnitude of the work on the main Programme components. The groups are:

Group1- Programme Start up and Promotional Activities

- Establish ERTTP Organisation Institutional Structure
 - Regional Workshops;
 - Provision of training.
- Preparation of ERTTP Manuals and Training materials
- Pilot Weredas studies (Formulation of Wereda Travel and Transport Plan- WTTP & physical programme implementation (on eight Weredas, one Wereda from each Region);
- Demonstration Weredas studies (Formulation of Wereda Travel and Transport Plan- WTTP & physical programme implementation (on 55 Weredas, one Wereda from each Zonal Administration & all especial Weredas);
- Transport development study;

- Formulation of Information, Education and Communication Strategy; and
- Studies for the remaining 430 Weredas.

Group 2- Main Programme Activities

- Technical Support for ERTTP Main Programme; and
- Main programme physical work implementation (on the remaining 430 Weredas).

Objective of the Programme

The ERTTP has been initiated to participate in tackling the rural travel and transport problem in close co-ordination and co-operation with the Sectoral Development Organisations, NGOs and Private Investors. The main objective of the ERTTP is to help the development effort under different sectors in reduction of the transport burden of rural households with the rural communities taking the lead. This will result more time to be available for other productive activities and family welfare.

The Activities Carried Out up to Now

The main activities carried out up to now include:

- The Rural Roads and Transport Strategy and the Development Programme for high level rural roads (i.e. Programme under the Rural Roads Authorities) and ERTTP has been prepared. An indicative five-year (2000/1-2006/7) ERTTP development plan has been also prepared and included in the Government five-year development Programme;
- Village Level Travel and Transport Study (VLTTS) has been carried out in three Weredas. The findings of the VLTTS has provided basic framework for understanding the aggregated time and effort spent by the household on travel and transport in the three study areas of Bako, Boset and Tehuldere. This finding has been used as a basic input in formulation of the ERTTP Development Plan;
- The draft Amharic version of the Rural Roads and Transport Strategy and the Programme Document (For RRAs & ERTTP) has been prepared in one volume and circulated to the Regions for comment;
- The ERTTP policy and Strategy Workshop in October 1998 has been conducted;
- In October 1999, Workshop & donors' consultative meeting on the draft ERTTP implementation plan and preparatory activities has been conducted;
- The selection of a consultant for preparing the ERTTP manuals is underway;

- The selection of a consultant for undertaking a study on the pilot Weredas is underway;
- The selection of a consultant for undertaking a study to introduce IMTs into four pilot Weredas is underway;
- The establishment of ERTTP Central Programme Coordinating Board has been officially approved and a letter has been issued by Government in February 2001 to newly appointed board members;
- The Government of Ireland propose to finance the preparation of ERTTP manuals and training materials; the eight Pilot Wereda studies and the workshops to be organized for each regional states ERTTP (eight regional states);
- Government has allocated US\$0.195 million for training Wereda Development Technicians, and Wereda and Zonal Administrators.

In general the strategy and implementation documents are in place. Now is the time to mobilise resources for implementation of the physical Programme to commence.

Planned Activities Since the Beginning of 2000 and the Balance of 2000

- Preparation of the draft Amharic version of the Rural Roads and Transport Strategy and the Programme Document (For RRAs & ERTTP) as one volume and circulation to the Regions for comment;
- ·Preparation and making subsequent discussions with the Government on the indicative five-year (2000/1-2006/7) ERTTP development plan that has been included in the Government five-year development Programme;
- Writing correspondence and holding meeting and discussion with the Government to get approval of the establishment of the Central Programme Coordinating Board for ERTTP;
- Preparing proposals, writing correspondence and holding subsequent meeting and discussion with potential donors looking for finance for the ERTTP manual preparation, pilot Wereda studies, for organizing regional level workshops, introduction of IMTs into the Pilot weredas and for additional Demonstration Weredas (55 Weredas) studies;
- ·Preparing TORs and Tendor Dosiers for the selection of a consultant for preparing the ERTTP manuals and training materials, for undertaking pilot Wereda studies and introduction of IMTs into four pilot Weredas.

Planned follow up Activities from end of 2000 to 2007

Implementation of the ERTTP will include the following activities:

a) Establishing Organisational Structure

In February 2001, the Government officially approved the establishment of the CPCB. An inauguration meeting will be held within two months. In this meeting it is proposed to create ERTTP awareness and reach consensus on the start-up activities. Following the inauguration meeting it is intended to gradually establish the RPCC, WDC and VDAs. To facilitate this, Regional Workshops will be organised. The Government of Ireland will fund these. It is planned to hold six separate workshops. Participants will include implementers of the programme and other concerned stakeholders.

b) Preparation of Manuals and Training Materials

Manuals and training materials are to be prepared which will provide guidance, directives and procedures to be followed by all implementers of the programme. It covers topics such as administration, financial management, mobilisation of resources, planning, transport means and services development, construction, maintenance, etc. During the preparation of the manuals, trainers will be trained for training technicians and administrators to effectively formulate and implement the ERTTP. The Government of Ireland will finance the preparation of the manuals and training materials. The consultant is expected to start preparation of the manuals and training materials by the end of June 2001.

The ERTTP manuals to be prepared include:

- Manual for ERTTP formulation and implementation framework;
- Manual for planning, evaluation and monitoring;
- Manual for rural transport infrastructure development;
- Manual for means of transport and service development;
- Manual for non-transport intervention and income raising schemes development; and
- Manual for resource mobilisation and management.

c) Training of Wereda Development Technicians and Administrators

Based on the manuals and training materials to be prepared training will be provided for Wereda Development Technicians and Zonal and Regional Administrators who will actively be involved in facilitating the implementation of the programme. The training material is expected to be ready by December 2001, and training will be started by February 2002. The Government of Ethiopia will finance the training programme.

d) Undertaking Pilot Wereda Studies

Eight Weredas have been chosen (one Wereda from each Region) for study and eventual implementation. The objective of the Pilot Weredas Study project is to test the efficacy of the Rural Travel and Transport Strategy and demonstrate workable solutions to rural travel and transport problems. The results of these findings will be used to prepare a ten-year Wereda Travel and Transport Plans (WTTP), Community Project Plans (CCP), NGOs Project Plans (NGOPP) and Government Project Plans (GPP). It will also provide the basic data, procedures, techniques and models for the design and execution of an expanded national programme. Participatory planning methods will be used in the formulation of the plans with the communities taking the lead. The processes of selection of consultants have been already started. It is expected that consultants will start studies by August 2001 and complete the studies by March 2002. The Government of Ireland Will finance the pilot Wereda study.

e) Pilot Wereda Implementation

The findings from the studies will provide a list of recommended development projects for each pilot Wereda. These projects will be undertaken from 2002 to 2005.

f) Additional Demonstration Wereda Studies

In addition to the pilot Wereda studies, it is intended to study and implement 55 Weredas (one Wereda from each Zone). The studies will be undertaken in 2001/2. The studies will be similar to the pilot Wereda studies (i.e. Development of Wereda Travel and Transport Plans (WTTP), Community Project Plans (CCP), NGOs Project Plans (NGOPP) and Government Project Plans (GPP)) and demonstrate workable solutions to other Weredas within the Zone there by providing valuable local experience. The studies of the Weredas will be undertaken using the guidelines for ERTTP expansion that will be produced by the consultants undertaking the eight pilot Wereda studies. Furthermore, the formulation of the WTTP will take account of the lessons learned from the studies of the eight Pilot Weredas. Preparation is underway to approach potential donors for securing finance for additional demonstration Weredas studies.

g) Additional Demonstration Wereda Programme Implementation

The findings from the demonstration studies will provide a list of recommended projects for each demonstration Wereda. These projects will be undertaken from 2002 to 2005. Implementation will be undertaken similar to the Pilot Wereda Implementation.

h) Rural Transport Development Study

It is planned to undertake a study that will enable to set out development strategy for low cost transport means. The out come of the study will be used for designing development programme for production, promotion and use of the appropriate type of low cost transport mean (Conventional mode of transport and IMTs). It is assumed that the World Bank RTTP unit will provide funding for the initial rural transport development study that will be carried out with an estimated study cost of US\$ 100,000.

i) Main Programme Studies

The main physical Programme implementation will start in the 3rd quarter of 2002. By this time it is expected that the studies on the pilot projects, preparation of manuals, establishment of basic organisational structure, training of Wereda Development Technicians, and mobilisation of resources will be completed.

In all Weredas that are not included in the Pilot and Demonstration Weredas a study for formulation of Wereda Travel and Transport Plans (WTTP), Community Project Plans (CCP), NGOs Project Plans (NGOPP) and Government Project Plans (GPP) will be carried out in order to set a defined directions and goals that will serve as a key framework for the follow up transport related development. These studies will take into account the findings from the Pilot Weredas and Demonstration Weredas studies and Implementations if available. The studies will cover 430 Weredas.

j) Study for Developing a Strategy for Information, Education and Communication (IEC)

It is necessary to create awareness within all stakeholders of the programme. To this end it is proposed to carry out a study, which will investigate and make recommendations on how to provide awareness. This study will provide a strategy for providing information, education and communication to all stakeholders.

To achieve this objective it is critically important to formulate an IEC Strategy that will serve as an instrument for launching a broad based awareness raising campaign for the rural communities, concerned stakeholders and donors on the rural travel and transport issues. The World Bank RTTP unit is expected to provide US\$ 0.050 million for a study to be carried out for developing the IEC strategy.

k) Introduction of IMTs

GRTI is financing the introduction of IMTs into four pilot Weredas. The consultant selection to undertake the study is on going and this will be followed by purchasing and distribution of the recommended IMTs.

1) Main Programme

The main Programme focuses on two groups of major activities. The first group deals with the support activities that focus on awareness creation or raising, resource mobilisations, and development of manpower. These groups of activities are considered to be prerequisite for effective implementation of the main Programme activities. They are preconditions for carrying out the main Programme. The second group focuses on the main Programme activities that directly or indirectly reduce travel time, cost and efforts, such as development of rural roads of different levels, provision of the conventional and intermediate modes of transport, and proper siting of social and economic facilities including development of income raising schemes. A factor of 75 % for population and 25% for Area's of each region is assumed and used for setting the proportion of the indicative magnitude of development plan by Region States (Eight Regional States). The magnitude of development plan prepared for the seven year is indicative. The actual magnitude and type of projects will dependant on the community's demand and commitment, and recommendation from the WTTP to be formulated for each Wereda. For those desert and nomadic areas a special support is expected to be provided by Government & donors. The indicative work schedules are shown on Appendix A.

Planned Output

The main outputs of the development programme are:

- Increased road network coverage;
- Increased communities ownership and responsibility for the low level rural roads;
- Creation of sustainable maintenance by in powering the ownership of the low level rural roads to communities in the respective Wereda;
- Increased coverage of service of the domestic and socio-economic facilities;
- Increased contribution to poverty reduction;
- Increased use of a sustainable and appropriate transport means that includes the IMTs and the conventional modes of transport; and
- Increased opportunity for employment.

Key Donors Activities

Table 1: Key donors Activities

Project Name	Donors	Time frame for implementation
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Budget million US\$

1. ERTTP manuals & training material preparation

- Government of Ireland June 2001 to December 2001 0.205
Under the process of selecting Consultant
2. Pilot Wereda Studies
Government of Ireland August 2001 to March 2002 0.380
Under the process of selecting Consultant
3. Regional Workshop
Government of Ireland August 2001 to October 2001 0.095
Under preparation
4. Rural Transport Development Study
WB RTTP Unit
October 2001 to February 2002 0.100
Discussion with WB RTTP is in progress
5. Study for Developing a Strategy for Information, Education and Communication
(IEC) WB RTTP Unit October 2001 to February 2002 0.050
Discussion with WB RTTP is in progress
6. Remaining start up & Promotional activities
Financing Donors & NGOs yet to be identified March 2002 to June 2005 95.40*
Discussion with potential donors is in progress
7. Main programme implementation
Financing Donors & NGOs yet to be identified September 2002 to June 2007
717.015**
Discussion with potential donors is in progress

Note * The cost indicated covers studies cost of million US\$ 19.60 for 485 Weredas. This total cost of the study is planned to be covered by donors. From the total budget of 75.80 million US\$ that is required for implementation of the start up and promotional physical activities, the donors are expected to finance about 60%, and the remaining 40% will be covered from communities contribution in terms of free labour or in kind.

** From the total budget of 717.015million US\$ that is required for implementation of the main physical activities, the donors are expected to finance about 30%, Government 30% and the remaining 40% will be covered from communities contribution in terms of free labour or in kind.

Note: Formulation WTTP includes formulation of the Community Project Plans (CPP), NGOs Project Plans (NGOPP) and Government Project Plans (GPP).

Country Coordinator's Reports

Mozambique Report

By A. Mugunhe

Achievements to date

An initial visit was made to Mozambique by the RTTP regional adviser in 1997. Establishment of the programme has taken some time, not least because of the time taken to establish access on the classified road network. Only recently has full access to the countryside been restored following the signature of the peace accord in 1992, and now the needs at a lower level are becoming evident. Difficulties in contracting a suitable consultant and then in the elaboration of the background review have meant that the RTTP technical workshop will take place at the end of June 2001, to be followed by elaboration of the PRODOC.

The existing system of local government is relatively centralised, with little decision-making taking place below the provincial level. This is changing, due in part to the successful implementation of various district planning and district development fund pilot projects. Decentralisation is being taken very seriously by the government, and a major initiative to extend the experience of these pilots to the national level is about to begin. This process has major implications for the future implementation of the RTTP.

Although the RTTP programme as such is only now about to start, the development of the administrative framework into which RTTP initiatives will fit has been advancing through this process of decentralisation. Close coordination between Mozambique's RTTP coordinator and these district planning initiatives has been maintained.

Country Coordination

The Mozambique RTTP Country Coordinator is the Director of Regional Roads in the National Roads Administration. The Directorate of Regional Roads has responsibility for advising the provincial authorities on the management of the unclassified road network under the Mozambican road administration system.

A Coordinating Committee has not yet been appointed.

Staff from the Directorate of Regional Roads are assigned to support consultants working on the programme and carry out work related to unclassified roads.

Outputs

The RTTP background study is currently in progress. DFID is funding a study of the involvement of communities in the maintenance of unclassified roads. The findings of both studies will be presented at the RTTP technical workshop.

Impacts

Several pilot projects relevant to RTTP are underway or are planned. Funds have been made available to the district development fund pilot project in Nampula to allow it to include activities on unclassified roads. Although physical inputs are limited, there is substantial demand from road users and interest from donors.

Present Issues

Programme

Principal issue facing the country program is the need to conclude the RTTP study and hold the initial technical workshop, thus allowing an implementation programme and PRODOC to be prepared.

Responsibility

A major issue that remains to be addressed in Mozambique is the determination of the ultimate host ministry for the RTTP initiative. The multi-sectoral nature of the programme makes it difficult to identify a location. This is compounded by the fact that the ideas of integrated rural transport and planning are new to Mozambique. Various possibilities exist:

- Ministry of State Administration

- Ministry of Transport and Communication
- Ministry of Public Works and Housing
- Ministry of Agriculture and Rural Development
- Ministry of Planning and Finance

Commitment

The level of government commitment to decentralised district level planning is high. However the implementation of such a system represents a major challenge.

Decentralisation will require a large amount of institutional development and training if it is to be successful. It is important that the RTTP framework is developed in close coordination with this process in order to avoid the establishment of parallel systems.

Future Goals

Objectives

Objectives for the RTTP programme will be clearer once the PRODOC has been completed and an operational framework defined. Independently of the final framework, the implementation of pilot projects will enable solutions for technical problems, methods of execution and organisational procedures to be tested. This will provide valuable information for the formulation of a national programme. Objectives can thus be defined as follows:

- Short Term
 - Complete background study and Technical Workshop
- Medium Term
 - Completion of PRODOC
 - Establishment of 3 provincial pilot programmes

Indicators

- Draft PRODOC completed and agreed by stakeholders
- Road interventions being carried out in districts of 3 provinces

Country Coordinator's Reports

Uganda Report By F.W. Higenyi

Main trend

The need to implement the RTTP Programme in Uganda

Objectives

To ensure improvements in:

- Rural travel planning to increase efficiency
- Financing travel planning
- Maintaining travel planning
- Development of District, Urban and Community Access Roads
- Maintenance of District, Urban and Community Access Roads
- Promotion of use of Intermediate Means of Transport.

RTTP Uganda activities

Ministry of Works, Housing and Communications

1. Contributing to the development of strategies for sustainable maintenance of District, Urban and Community Access roads
2. Development of parameters for measuring performance indicators of rural and community roads programmes and projects

3. Developing manuals for use by sub-county local council in evaluating impact of local government development programmes vis-à-vis gender, community travel and transport and house hold income.
4. Impacting on Poverty Eradication Action Plan for emphasis and application at Sub-County level administration.
5. Liaison with Donor Agencies implementing programmes with elements of rural travel and transport.

Collaboration with stakeholders (including Private Sector, NGOs, Networks)

a) National Forum Group of Uganda/ IFRTD

This is important for purposes of networking, information sharing and carrying out joint activities. Such on going activities include:

- (i) Updating a transport bibliography ;
- (ii) Carrying out a “who is who” in rural transport Uganda ;
- (iii) Contributing for a regional proposal on HIV/Aids, poverty and transport ;
- (iv) Participating in dissemination activities.

First African Bicycle Information Office (FABIO).

RTTP is collaborating with FABIO in organizing a Pan African Conference scheduled for Nov. 2001. The purpose is to promote bicycle use in Africa especially through bicycle credit and sponsorship systems. One of the obstacles is the use of bicycles is affordability. The credit system is used as a strategy for increased bicycle use.

ILO Uganda Rural Transport Study.

RTTP team in Uganda is collaborating with ILO /Assist in the Uganda rural transport study. The expected output of he study is to promote the application of Integrated Rural Accessibility Planning (IRAP) in Uganda. This will turn promote improvements in rural travel planning.

Sustainable livelihood project.

DFID is funding a project on sustainable livelihoods as a means of alleviating poverty. The study looks at transport and how it impacts on the poor in regard to accessibility and mobility on food security, agricultural marketing, health and education among others. The outcome of the study is expected to improve on transport interventions as a means of poverty alleviation.

Improved Vehicle Operations

RTTP is collaborating with Uganda Private Road users Association and Transport Research Laboratory of UK in carrying out a study that examines the cost of vehicle operations in Uganda and other obstacles that lead to under utilization and poor fleet performance. Included in the study, is to asses rural vehicles utilization.

Proposal RTTP 2001/2002

Awareness programme

There are plans to launch vigorous campaigns at National, District and County levels. This will involve both through the stakeholders and directly as RTTP. This will be through workshops, media, and aid promotional materials. A team of journalist will be hired to carry out the dissemination.

Private sector involvement

There are plans to establish effective and direct communication links between the central government, sectoral agencies and related projects, and involve participation in implementation of emerging rural and urban roads plans an strategies.

Socio-economic impact study

A socio-economic impact study on feeder roads in Uganda is planned. The deliverances include position paper or impact on feeder roads on the livelihood of Ugandans. A national workshop report will be made.

Problems

- Lack of RTTP office

The programme requires support for renting and equipping an office in Kampala.

- Dissemination costs

There are concerns to support the proposed dissemination campaigns. In land travel and workshops are required

- Study tours

There is need to covebr for RTTP team to visit countries with active RTTP countries so as to acquire the insight on the activities.

UGANDA RTTP - 2001-2

Key problems	Proposed Actions	Own Initiatives	Support requested
<ul style="list-style-type: none"> ▪ Introduction of RTTP concepts Public in the NGO and Private sector. 	<ul style="list-style-type: none"> ▪ Launch vigorous awareness campaigns at National, District and Sub-County levels involving workshops, Media and Promoted Literature, etc. 	<ul style="list-style-type: none"> ▪ Collaborating in NFG Uganda and the Uganda Private Roadusers Association in advocating for RTTP issues 	<ul style="list-style-type: none"> ▪ Rental and Equipping an office in Kampala. 2001-2).
	<ul style="list-style-type: none"> ▪ Carryout a socio-economic Impact study of improvements to feeder roads in Uganda. 	<ul style="list-style-type: none"> ▪ Collaborate in ILO Uganda Rural Transport Study. ▪ Collaboration with Uganda Development Partners 	<ul style="list-style-type: none"> ▪ Dissemination costs (inland travel)
	<ul style="list-style-type: none"> ▪ Establish effective and direct Communication links with Central government agencies, Sectrol, agencies, related projects, etc 	<ul style="list-style-type: none"> ▪ Pan African Bicycle conference due in Nov 2001 in Jinja Uganda. 	<ul style="list-style-type: none"> ▪ A Study tour for 2 officials to learn from other RTTP elsewhere
		<ul style="list-style-type: none"> ▪ Participate in Gender and Rural Transport Initiative 	

Country Coordinator's Reports

Zambia Report Mr. B. Mwiinga

Introduction

The RTTP was launched in Zambia on 14th October, 1997, against a background of aiming at achieving the following objectives:

- i) Promoting increased awareness of rural travel and transport issues;
- ii) Improving, planning, financing, provision and maintenance of rural transport infrastructure;
- iii) Improving rural transport services and mobility;
- iv) Disseminating good practice, examples and lessons of experience on RTT from within and outside of Sub-Saharan Africa;

During the period from October, 1997 to present, RTTP activities in Zambia were centered on attaining the following objectives:

- i) Contributing towards developing a policy conducive to rural travel and transport issues;
- ii) Promoting awareness of rural travel and transport issues;
- iii) Developing a network of institutions and key stakeholders in rural travel and transport;
- iv) Linking up future RTT activities to on-going transport programmes;
- v) Raise the level of prominence of the role of RTTP in on-going transport programmes;
- vi) Mainstreaming gender considerations in the planning of RTTP activities.

Institutional and Organizational Set-up of RTTP in Zambia (Country Coordinating Arrangement)

The RTTP in Zambia is located at the Ministry of Local Government and Housing, Department of Infrastructure and Support Services and is headed by the National Coordinator who is also head of DISS. The role of the National Coordinator is to guide policies and direct programme implementation. The Programme Coordinator who is a Consultant is assisted by an Administrative Assistant and is responsible for directing programme implementation.

For policy development and guidance in the implementation of Action Plans, a National RTTP Steering Committee was inaugurated comprising of heads of departments and institutions and their key stakeholders. Theme groups have also been formed which report to the National Steering Committee. Currently, the IMT and Gender Theme groups are in place and functioning.

Major RTTP Activities Undertaken (September, 1999 – April, 2001)

Since inception, in October, 1997, the RTTP in Zambia had to develop a framework for the implementation of programme activities. This framework was not available at the launch. Therefore, since then, the main activities and all other activities were designed to feed into the process of developing a framework for the implementation of the programme.

Specific activities undertaken were:

August 1999: Familiarization of RTTP Sub-sector by the Programme Coordinator, which related activities such as completing the already going-on activities under ROADSIP, CTI Component. Such activities included attending meetings of the ROADSIP Steering Committee as well as ROADSIP II Task Force. This is an on-going activity.

November 1999 – July 2000: Development of RTTP framework in terms of a programme document was the main activity during this period. A number of related activities to support this were undertaken. These included two (2) major district Consultative workshops which brought together representative of sixty (60) local authorities. The result of this has been a final programme document to be submitted to donors for resource mobilization to implement activities identified.

January – February 2000: Supervising and monitoring of study undertaken by Black and Veatch on Institutional Strengthening of Feeder Road Management”. Government is considering the findings of the study.

March – April 2000: Participating in a TRL Study on Socio-Economic Analysis of Impact of Feeder Road Improvements, DFID supported Study. The findings of the study would be used in determining future selection of feeder road improvements. This study is still on going.

January 2000 – current: Monitoring IMT Project implementation has also been an on-going activity. The IMT project is being supervised by RTTP directly. Under this, an IMT Theme Group has been established chaired by RTTP. The purpose of the group is to guide implementation of project activities. Visits to the project area have also been undertaken.

December 1999: Undertaken a course in Management and Financing in rural transport conducted by TRL. During the same period an RTTP Coordination meeting was held in South Africa, which was attended, by the Programme Coordinator and the National Coordinator.

August 2000: Gender has been one of the important aspects in RTTP Zambia with the creation of the Gender and Transport focal group chaired by Gender in Development Division at Cabinet Office. With the help of the GRTI initiative a study as well as a workshop was held to develop an Action Plan for strategies to mainstream gender in rural travel and transport in Zambia.

December 2000: A GRTI financed workshop was held in Nairobi, Kenya, to discuss progress during phase I of the initiative, as well as present the reports of the activities. Zambia undertook a study on gender mainstreaming in RTT programmes.

January 2001: Finalization of the RTTP Policy document and distribution among donors as well as other cooperating partners.

January 2001 – Present: Contribution of RTTP to the Poverty Reduction Strategy Paper development through the Ministry of Finance and Economic Development (MOFED).

February 2001: Implementation of training of local artisans for the IMT project as well as the conclusion of the IMT project demonstration exercise in one pilot district.

February 2001: Conducting a workshop on “Socio-Economic Impact of Feeder Roads Improvements in Northern and Luapula provinces.

February 2001: Develop project proposal for funding under GRTI in conjunction with the Gender in Development Division, Cabinet Office.

April 2001: Undertaken a study under GRTI phase II on Developing Gender Sensitive Monitoring and Evaluation Framework for RTT activities in Zambia.

The following activities are planned to be undertaken between April – December, 2001: -

Component	Activity	Expected Output
Institutional Support/Framework	<ul style="list-style-type: none"> • Capacity building- RTTP Secretariat • Development of CBO's in management of rural infrastructure 	RTTP Secretariat CBO's in place
Policy/Monitoring and Evaluation	<ul style="list-style-type: none"> • Establishing appropriate legal framework • Establish framework to assess feeder road improvements 	Legal framework Evaluation framework
Information, Evaluation and Communication	<ul style="list-style-type: none"> • Develop Information Evaluation and Communication strategies • Conduct sensitization workshops • Radio and television programmes on RTT • Quarterly RTTP Newsletter • Training of communities on RTT issues • Preparation of RTT permanent billboards 	IEC strategies Workshop reports Radio and TV Programmes Newsletter Training reports RTT Billboards
Planning and Coordination	<ul style="list-style-type: none"> • Baseline Study (IMT Project) 	Baseline information

Component	Activity	Expected Output
Community Travel and Transport	<ul style="list-style-type: none"> • Development of RTT district plans • Development model/action plans for newly created community infrastructure associations • Manual for Community based management of rural infrastructure • Manual for managing and maintenance of IMT's • Training programmes for rural communities on management of infrastructure/IMT's 	<p>District RTT Plans</p> <p>Community based action plans</p> <p>Manual</p> <p>Manual</p> <p>Training reports</p>
Gender and Transport	<ul style="list-style-type: none"> • Gender Monitoring and Evaluation framework • Gender sensitization workshops 	<p>Gender M&E</p> <p>Workshop reports</p>

Activities planned beyond December, 2001, are shown in Annex 1.

Problems Encountered in Programme Implementation

A number of problems were faced during implementation of activities since inception. Most of these problems were logistical. Specifically, the following were the main problems:

- i) Lack of equipment for the Secretariat to perform its duties. This was the main problem during 1999 and most of 2000.
- ii) Lack of financial resources to implement activities. This has remained a main problem and a threat to RTTP programmes activities in Zambia. The GRZ have not released adequate, if any, resources, while the main sponsors (SSATP/RTTP) contribution to ZRTTP has been insignificant, in relation to the type of activities to be implemented.
- iii) Lack of a clear-cut rural transport policy to act as a framework in implementing of RTTP programme.
- iv) Lack of a sustained funding flow for the RTTP Secretariat. This compromised the performance of the sector considering that other programmes under RTTP are fully funded.

Achievements

Though it may be difficult to outline all the achievements that were accomplished during the period, a number of major achievements were attained:

- i) Development of network of key stakeholders in rural travel and transport
- ii) Development of a final Programme Document for RTT in Zambia which has since been circulated among donors.
- iii) Increased level of awareness RTTP among government Institutions in the transport sector.
- iv) Close working relationship with on-going transport programme.
- v) Increased commitment by Government to RTTP.
- vi) Development of an Action Plan for mainstreaming gender in RTT.
- vii) Operationalisation of RTTP National Steering Committee as well as IMT and Gender working groups.

Current Status and Stage of RTTP Implementation in Zambia

Given the activities undertaken in Zambia since 1997, when RTTP was launched, and the achievements made during the period bearing in mind the guidelines for participation of Countries in RTTP, the view of the Government is that there is still need for a lot of work remaining to be done for RTTP in Zambia to move from the

current stage to the final stage. Zambia's case is unique because of the way RTTP was initiated in the country. Some components of RTTP were already being implemented under the main ROADSIP programme without an RTTP policy in place.

However, current activity implementation depicts that Zambia is both in Stage 2 and 3. It is therefore envisaged that Zambia will finally attain Stage 3 by the end of year 2002. However, it suffices to mention that achievement of this level of progression will ONLY be achieved if adequate resources will be made available to implement the activities. It is therefore the view of the Ministry of Local Government and Housing in Zambia that RTTP/World Bank should play an active role to ensure that donors are receptive to the programme and make finances available. Government will on its part make some recourse it will mobilize accessible for programme implementation.

Emerging Issues

A number of issues have arisen during this period of RTTP implementation in Zambia. Some of the issues are:

- i) What is the role of SSARP/RTTP in general? This has arisen, because there seems that the role of SSARP in RTTP programme activities has not been distinct. Financing of activities has largely been inexistent with no clear policy direction as regards to the benefits of member countries.
- ii) How could we as a country have RTTP programmes be funded under IDA Credit (ROADSIP)?
- iii) How do we create an appropriate environment for RTTP programme activities without a well-defined overall policy environment?
- iv) What is the responsibility of Programme Coordinators especially in relation to other activities within the government setting?

Key Donor Activities in Zambia

Project Name	Donor	Time Frame for Implementation	Budget (US \$)	Status	Innovative Issues
Community Transport Infrastructure (CTI)	World Bank (IDA)	2002	2 million	On-going	Community demand driven
Intermediate Means of Transport (IMT)	World Bank (IDA)	2002	600,000	“	
SHEMP (Road Component)	IFAD	2007	2million	“	
ROADSIP (Feeder Roads)	World Bank (IDA)	2002		“	
EEOA	SIDA	2005		“	
Rural Investment Fund	World Bank (IDA)	2005	2 million	“	
Eastern Province Feeder Roads	UNDP	Dec 2001			
Rural Food for work	WFP				

Roster of RTI Key Date

Description	Details
A. Length and Condition of RTI Network	
- Provincial/Regional Network + % paved	15
+ % in good/fair condition	30
- Local government network + % paved	10
+ in good/fair condition	30
- Community network	
- Other network (rivers/rail/air transport)	
B. Asset Value of RTI Network	
- Asset value for RTI network	
- % of overall road asset value	

Description	Details
C. Accessibility of Road Population - % population without all season access within 1 – 2 kilometers	
D. Road Expenditure - Average annual expenditure for RTI construction over the last 5 years - Average annual expenditure for RTI maintenance over the last 5 years	
E. Fuel Prices - Normal petrol price per litre in the country in US cents - Normal diesel price per litre in the country in US cents - Rating of country compared to other African countries	1.25 1.05
F. Motorized Traffic on RTI - Typical range of ADT on RTI - Typical % of trucks (7 ton) of total	
G. Rural Travel Pattern - Average daily time spent on transport activities by men and women women: + men + women - Share of above for transport related for agricultural activities/water and fuel wood collection	40 65 90 women; 40 men
H. Motorised Rural Transport Services - Average per passenger – km and ton – km cost Of RTS in US cents + passenger – km + Ton – km	
I. Intermediate Means of Transport - Average number of IMT's per household - Average retail cost of basic bicycle	1 100.00 USD
J. General Data - Average rural household income in US\$ per year - Schooling ratio of boys and girls	300.00 USD