

PRTSR

**RESULTS EMERGING FROM THE
POVERTY REDUCTION-TRANSPORT
REVIEW PROCESS**



PRESENTATION

1. Treatment of transport in poverty reduction strategies (PRS)
2. How transport strategies address poverty reduction
3. Policy-making processes to link transport and poverty reduction
4. The PRTSR review process: current situation, factors of success, and next steps



PRESENTATION

1. Treatment of transport in poverty reduction strategies (PRS)



TREATMENT OF TRANSPORT IN PRS: FINDINGS OF ANALYSES (1)

- Transport is a priority in PRS. However:
- Transport is not developed adequately – due to the way in which PRS are formulated
- Transport infrastructure addressed (mainly rural), and some issues such as road safety.
- Transport services and needs of urban poor very weakly addressed.
- Access and mobility needs of women, disabled people and other disadvantaged groups are very weakly addressed (or not at all).
- Over treatment of road transport compared to other sectors (river and lake, rail,...).
- Transport services adapted to specific activities (eg agricultural products,) not addressed. Specific needs of social and economic sectors poorly articulated.



TREATMENT OF TRANSPORT IN PRS: FINDINGS OF ANALYSES (2)

- Weak links between transport planning and planning of services (health, education).
- Geographical and ecological differences weakly addressed (standard global responses are proposed e.g. rural roads).
- Transport is not only a service to other sectors and groups (ie transversal) but is also a factor in integration and in addressing horizontal issues such as environment.
- Not clear about the respective roles of the public and private sectors, e.g. in providing services (important since private sector should step in to replace services previously provided by public sector).
- These (biased) priorities are reflected in budget allocations.



TREATMENT OF TRANSPORT IN PRS: RECOMMENDATIONS (1)

- Transport must remain as a priority – but must be treated in a transversal manner, i.e. its contribution to other sector strategies must be clear.
- Indicators for transport's contribution to poverty reduction must be defined and included in PRS.
- PRS must clearly define the access and mobility needs of vulnerable groups – particularly women and disabled people.
- PRS need to address the needs of the rural and urban poor, and of women and men, in a more balanced manner.



TREATMENT OF TRANSPORT IN PRS: RECOMMENDATIONS (2)

- PRS must provide the framework for transport strategies and plans, i.e. clearly define its objectives and priorities, but not enter into details of operationalization.
- PRS should clearly outline how transport will respond to the regional patterns of poverty and geographical / ecological differences.
- A mechanism for verifying and validating PRS before their finalization is needed.



PRESENTATION

2. How transport strategies address poverty reduction?



HOW TRANSPORT STRATEGIES ADDRESS POVERTY REDUCTION: FINDINGS OF ANALYSES

- Transport strategies do not address poverty reduction directly. Assumption is that if roads are built or improved, economic growth will occur and the effects will trickle down. This is not happening.
- National strategy is often composed of different documents – sub-sectoral, private sector, specific issues (e.g. rural transport, HIV/AIDS). This raises problems of coherence.
- Some transport strategies oriented at poverty reduction, such as rural access, employment creation (e.g. Lesotho). These are temporary measures, and do not address sustainable development.
- The specific needs of priority economic and social sectors and of priority population groups are rarely identified or addressed.
- Transport services very weakly addressed.
- Important transversal issues, such as gender, the environment and governance, are often ignored.



HOW TRANSPORT STRATEGIES ADDRESS POVERTY REDUCTION: RECOMMENDATIONS

- Integrated, multi-sectoral transport strategies – clearly linked to poverty reduction strategies - must be formulated in all countries, covering infrastructure and services.
- Poverty reduction as well as economic growth must be the focus of transport strategies. Transport must be a catalyst for growth and poverty reduction.
- The transport strategy must clearly define the roles of the public and private sectors in the provision of transport services.
- Motorized and non-motorized transport, in rural and urban areas, must be appropriately addressed.
- Road safety, environmental protection and good governance must be given greater priority.
- Appropriate data and indicators to monitor the contribution of transport to poverty reduction are needed.



PRESENTATION

3. Policy-making processes to link transport and poverty reduction



LINKING TRANSPORT AND POVERTY REDUCTION: FINDINGS OF ANALYSES OF POLICY-MAKING PROCESSES

- Civil society not involved in formulation of transport strategies.
- Lack of capacity to develop policies.
- Absence of techniques and mechanisms to develop transversal sector strategies, and to coordinate cross-sector planning.
- No documents indicate the process by which transport strategies are formulated. Process is known only to those involved – who are almost uniquely transport sector actors.
- Participative approaches, involving broad range of stakeholders (including transport users), are not used to formulate transport strategies.
- PRS formulation process is much more transparent – and participative.



LINKING TRANSPORT AND POVERTY REDUCTION: RECOMMENDATIONS (1)

- Mechanisms to coordinate between PRS and transport strategies during formulation and monitoring are needed (e.g. PRS working group on economic and transport issues in Tanzania)
- Skills and capacity in policy development in national institutions and amongst stakeholders need to be developed.
- Participative methods of policy development must be applied in transport sector.
- Records should be kept of how transport policies are developed and who involved.
- A clear framework for making links between poverty and transport strategies, including guidelines on how formulation should proceed, is needed.



LINKING TRANSPORT AND POVERTY REDUCTION: RECOMMENDATIONS (2)

- Policy formulation is a process (not a one-off event) and needs ongoing mechanisms for reviewing and updating strategies.
- Women's needs and interests must be represented during formulation and monitoring, through the involvement of women and women's associations in decision-making and monitoring bodies.
- Considerably improved data is needed to plan effectively, especially on links between transport and poverty.



PRESENTATION

4. The PRTSR review process: current situation, factors of success, and next steps



PRTSR REVIEW PROCESS - IMPLEMENTATION (1)

- 11 countries have completed their analyses:
 - 3 pilot countries in 2003: Guinea, Tanzania, Rwanda
 - 8 in 2004-5: Cameroon, Côte d'Ivoire, Lesotho, Malawi, Mali, Senegal and Zimbabwe. RDC has nearly completed.
- 11 countries are implementing their reviews or undertaking preparatory steps: Swaziland (strong progress); Kenya (about to restart); Angola, Burundi, Cap Verde, Ethiopia, Ghana, Niger, Uganda and Zambia are undertaking preparatory steps
- 10 countries are still to commence!



PRTSR REVIEW PROCESS - IMPLEMENTATION (2)

- The method is strongly validated by country experiences. Some small adaptations only are recommended, e.g. timing and duration of workshops.
- Procurement of support services has been a major constraint, slowing down the process and creating planning difficulties. Many contractors have had to pre-finance the workshops.



PRTSR REVIEW PROCESS – FACTORS OF SUCCESS (1)

- Political engagement in the PRTSR process : transport and poverty reduction.
- Dynamic, high-level, cross-sector Steering Group – prepared to invest much time and effort.
- A strategic vision of the role of civil society and the private sector in transport strategy – and open-ness by the public sector to their involvement.
- Good preparatory work is essential, including very good stakeholder analysis, selection and preparation of documents to analyze.



PRTSR REVIEW PROCESS – FACTORS OF SUCCESS (2)

- Representative stakeholder groups, with motivated women and men, knowledgeable in the issues and able to influence national strategies. Careful, informed choice of stakeholders is needed.
- Excellent facilitation by an experienced facilitator.
- Good technical support to Steering Group, e.g. from supporting Ministries.
- Good communication between Steering Group and SSATP, and rapid feedback and support from SSATP.



NEXT STEPS FOR COUNTRIES COMPLETING THEIR ANALYSES

- Production and validation by the stakeholders of an action plan to implement the recommendations (this still needs to be assured in some countries).
- The Steering Group should continue to play a key role in action plan implementation (perhaps enlarged with some stakeholders).
- Clear responsibility for implementing the action plan must be assigned, and monitoring assured by existing agencies such as PRS Monitoring Unit. Do not take the foot off the pedal just when the action plan is approved!

