

SSATP Annual Meeting

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AFCAP **African Community Access** **Programme**

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What is AFCAP?

AFCAP is a poverty-targeted transport initiative that:

- Provides evidence that influences decision-taking, technology exchange and capacity building
- Is integral to the process of policy development
- Encourages sustainable application of the results of research & innovation



AFCAP programme

The programme will seek to:

- Build upon donor/country collaborative research projects
- Work with other development partners to provide practical solutions for their programmes
- Build on DFID's successful SEACAP model



AFCAP aims

AFCAP will create opportunities for sustainable development for pro-poor growth and poverty alleviation through improved access to:

- Economic opportunities
- Health and education services
- Markets, social needs and other opportunities.



Scope of AFCAP

- Mainstreaming and scaling-up of research outcomes
- Access issues in rural Africa
- Good practice (infrastructure & services)
- Institutional links between research and uptake
- Capacity building integral to AFCAP
- Local ownership



Gravel roads and sustainable access

Gravel is not an infinite resource: (SADC region: over 150 million cubic metres are consumed every year)

Resources (funding, plant) are rarely available for adequate maintenance

Gravel roads in the poorest condition when users most need transport

Traffickability and passability are seriously impaired in the wet season

Adverse effects of dust on the environment, health, agriculture and road safety in the dry season

Modes of deterioration of low-volume roads and their impact on users not included in investment appraisal models



Investment in rural roads

The funding for construction or improvement of an unpaved road is rarely treated as a “life-time” investment.

Construction costs and the number of motorised vehicles at construction are often the only factors considered.

Non-motorised users and pedestrians are seldom considered in the base year and almost never feature in forecasts of future usage

This approach often results in roads that are unsafe for vulnerable road users, that rapidly fall into disrepair through unsustainable maintenance with a consequence disruption of access.

A change in approach is required to ensure that the investment in road infrastructure results in safe and sustainable access for all users



Possible Solutions(1)

Unpaved roads form between 70 and 80 per cent of the total road network in Africa

Investment in these roads represents a huge national asset and a change to a life-cycle approach to these investments is required

More sustainable access is increasingly expected by stakeholders from investments in rural roads

Every road is unique in terms of users, materials, terrain and environment. More flexible approaches to design are required.

Roads or sections of roads that are clearly likely to cause future problems (maintenance, access, capacity, road safety) should be identified at the outset and appropriate solutions implemented



Possible Solutions(2)

The knowledge to apply appropriate and innovative solutions is often available from research but application is constrained by resistance to change, inappropriate (foreign) standards and specifications that restrict the use of local resources.

The safety of vulnerable (poor) road users on rural unpaved roads will only be improved if their presence is recognised and the planning, design and funding processes accept the need to accommodate them



Guideline goal: Safe and sustainable access for all road users

Total road user life-cycle planning and appraisal methods

Stakeholder-inclusive planning

Local resource-based specifications

Indigenous user-sensitive geometric standards

Environmentally optimised structural design

Appropriate construction technology choice

Sustainable cost-effective maintenance



Value of AFCAP to stakeholders

- Rural communities – improved access & ownership
- Countries – capacity building & development
- Private sector – capacity building
- Regional organisations – information source
- Networks – information source and possible contractors
- Donors – harmonisation & information exchange



AFCAP partners

Strategic partners & Champions:

- Country road agencies (projects, technology exchange, training)
- Private sector (local and international)
- Research organisations
- Academic Institutions
- Regional organisations and programmes
- Donors (Regional and bilateral projects)
- Networks



AFCAP and SSATP

- Complements SSATP pro-poor objectives in the transport sector
- Complements SSATP activities aimed at improving access to poor communities
- Supports SSATP objectives of effecting change through PRTSRs
- Potential AFCAP projects have been identified by country partners and are thus demand-driven
- Technology exchange, capacity building, mainstreaming and increased local stakeholder participation are fundamental precepts for AFCAP
- AFCAP can assist in delivery of SSATP ATS objectives



AFCAP management

- Funding and management to be agreed
- Technical advice through independent advisors
- Procurement through contracts and normal partner country/donor tendering procedures?
- Partnerships with “local” government agencies and the private sector an essential component



AFCAP Progress

- 'Sounding' countries to identify entry points
- Inaugural stakeholder meeting in Harare (preliminary identification of projects).
- AFCAP management and technical advisory service initiated with gTKP
- Development of draft Project Document by DFID



Phase I Prospective AFCAP Country partners (to date)

- Ethiopia
 - Kenya
 - Malawi
- Mozambique
- South Africa
- Zimbabwe
- (Region)



AFCAP framework: project examples

Guideline for sustainable rural access: Content of SADC low-volume road Guideline broadened, de-regionalised and a section on case studies to widen application

Prioritisation methodology for investment in rural roads

Demonstration projects on results of research and innovation (e.g. low-cost surfacings)

Development of indigenous country standards and resource-based specifications

Mainstreaming “spot-improvement” measures to improve access

Safe road designs for all users

Gender benefits from transport interventions

Training, knowledge exchange and capacity building



SUMMARY

AFCAP aims:

Provide technical assistance for innovative solutions that improve and sustain access to poor communities

Support activities (e.g. demonstration projects) that facilitate the implementation of appropriate and sustainable solutions

Promote partnerships with all stakeholders

Facilitate capacity building and technology transfer components.

Develop local ownership of projects

A programme to aid delivery of sustainable access for the rural poor

