



**XXIV<sup>th</sup> WORLD  
ROAD CONGRESS**  
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# **ACCESSIBILITY AND PLANNING OF THE DEVELOPMENT OF RURAL ROADS**

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# INTRODUCTION

- LAO PEOPLE'S DEMOCRATIC REPUBLIC
- THE SEVENTH NATIONAL SOCIO-ECONOMIC DEVELOPMENT PLAN 2011-2015
- NATIONAL GROWTH AND POVERTY ERADICATION STRATEGY

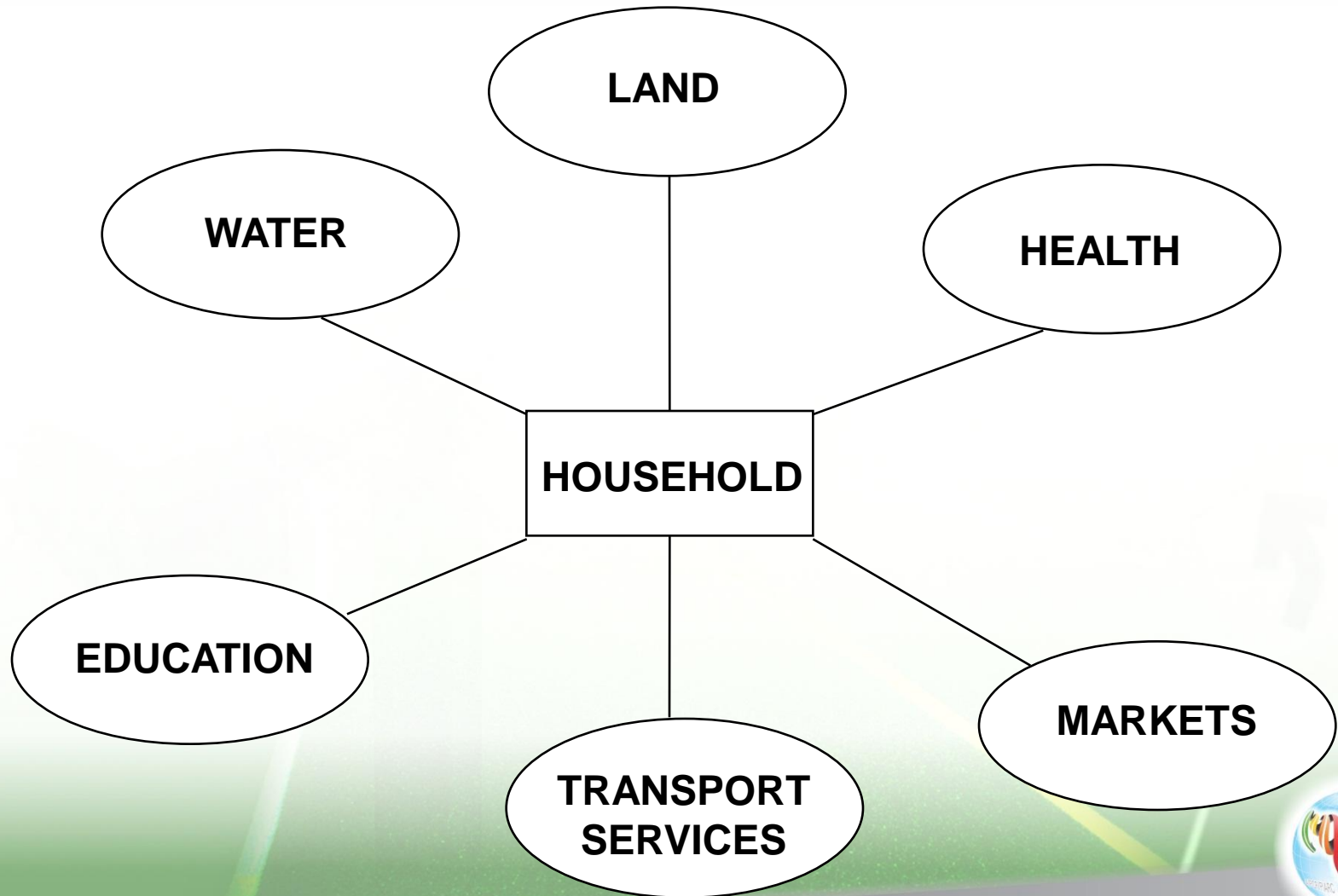


# INTEGRATED RURAL ACCESSIBILITY PLANNING(IRAP), 1995-2002, UNDP/ILO

- Constraints of rural development:
- Limited access to capital
- Limited access to land
- Limited access to technical know-how
- Limited access to basic, social and economic goods and services



# The interventions (IRAP cont.)



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- Construction, improvement and maintenance of the feeder road network;
- Upgrading of tracks, trails and waterways in locations remote from the road network to improve access on feet or by Multimodal Transport;
- Improvement of transport services serving rural communities;
- Development and promotion of the use of simple, low-cost means of transport such as the carabao sledge, motorcycle and bicycle;
- Non transport interventions which improve rural accessibility such as water supplies, school. Health centers and post harvesting facilities



# Sector involved (IRAP Cont.)

- Infrastructure and transport services
- Water supply
- Elementary education
- Primary health care
- Agriculture
- Self employment and labor

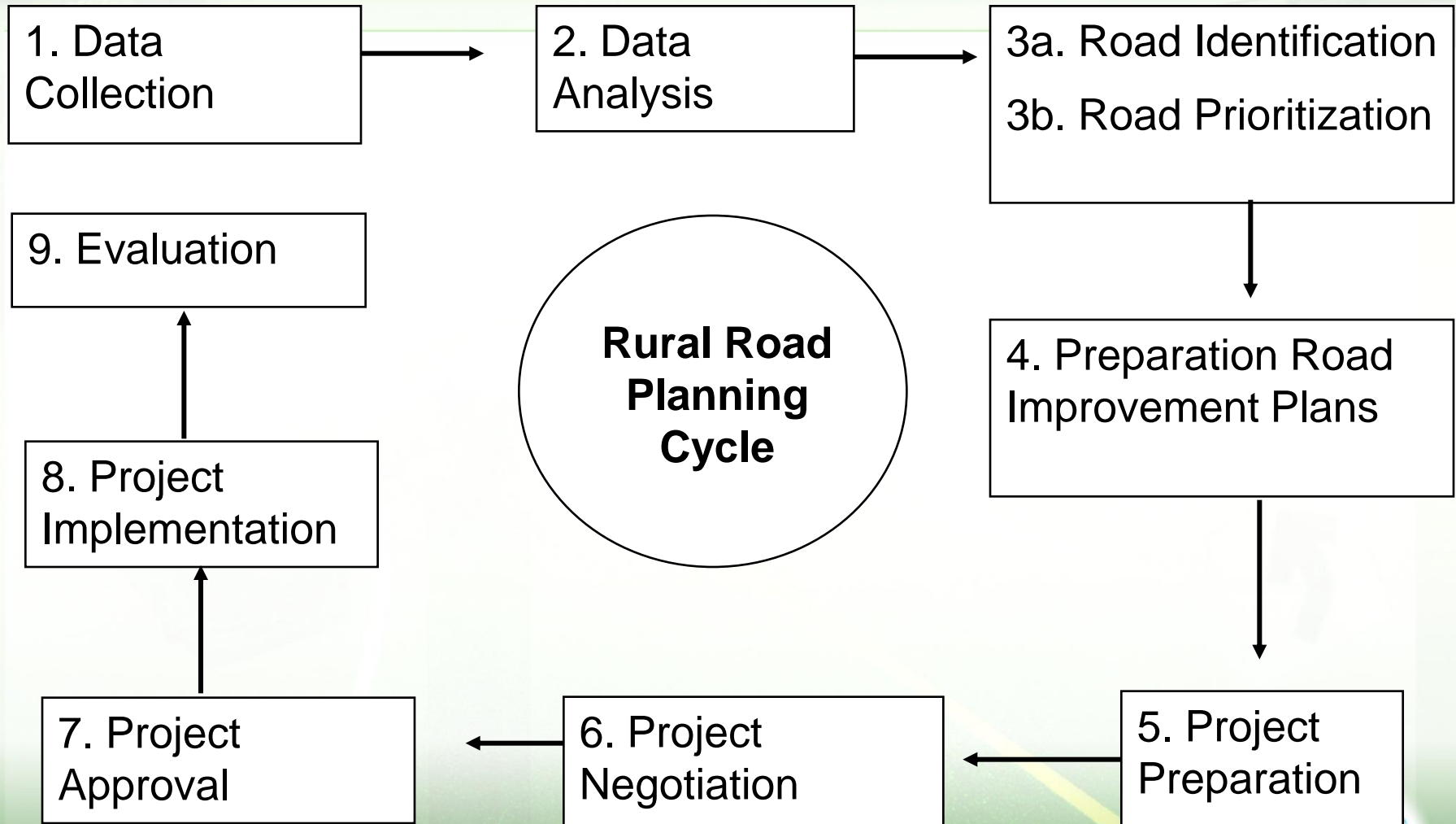


# IRAP process

- *Primary data collection;*
- *An assessment of accessibility in the area concerned;*
- *Identification and prioritization of the location where the interventions are to be made;*
- *Identification of suitable types of interventions;*



# Rural Road Planning Cycle





# The Output of IRAP

- The principle output of IRAP consists of action plans to improve rural accessibility
- IRAP provides a comprehensive, updated, statement on the location and level of services and their accessibility.
- The planning capacity in the provinces has been enhanced.

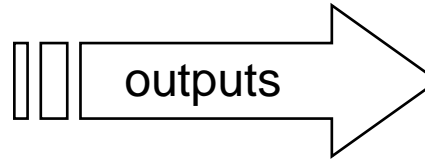
Cost/Benefit Ratio = Total Improvement cost /  
Pop Served \* Economic benefits



# The IRAP Training Programme

## 1. T-1 PROGRAM

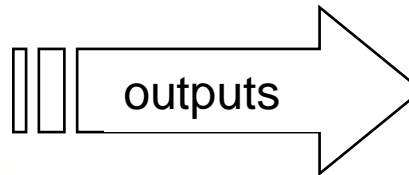
Data Collection  
Road Analysis  
Mapping



Data Bases  
Maps  
Profiles

## 2. T-2 PROGRAM

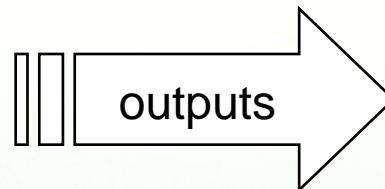
Data Analysis  
Prioritization  
Priority Projects



Priority Sectors  
Priority Village  
Action Plans

## 3. T-3 PROGRAM

Project Development  
Project Management



Project Proposals  
Management Skills



# Household Survey



# Encoding and Mapping



# Priotization and Project Identification



# Project Profile and Presentation



# Basic Access, Community Road Model (CRM)

## Aim of the Project:

- Create Basic Access in order to reduce the poverty in the poor districts.

## Expected outputs:

- The project shall result in improved capacity in basic access management throughout the line organization, MPWT ⇒ LRD ⇒ DPWT ⇒ OPWT ⇒ Villages



A. Improved capacity and institutional development in basic access management, including strengthened sector and donor cooperation for maximized synergy.

A1. Improved tools/systems established for basic access management .

A2. Improved skill in Basic access management through the line organization.





## B. Physical Improvements of transport access to/from and within the poor districts in the project provinces

### B1. Sustainable basic access improvement within selected poor districts in the northern region

- Aim about 1,000 km of basic access including
  - → upgrading of parts of roads
  - → minor structures
  - → drainage works
  - → improve water-ways



# Sustainable development of basic access

- Community Road Model (CRM) as a means towards a sustainable development of basic access in rural areas of Lao PDR.
- The CRM grew out *to develop a system for district and village participation in construction and maintenance of community roads in 7 provinces.*
- This system was *The Missing Link* in the complete process for how to develop rural roads in a sustainable manner, and in line with NGPES



# Sustainable development of basic access (Cont.)

- The CRM is the result of an effort to integrate the various mechanisms developed at the Local Roads Division (LRD), Department of Roads(DoR), over the past years, for managing rural access in a participatory manner.
- It integrates :
- a) **Planning** using Integrated Rural Accessibility Planning (IRAP);
- b) **Construction** using Labour-Based (Equipment Supported) methods; and
- c) **Maintenance** using the DOR Maintenance Procedures



# CRM Process

1. Community needs
2. Data collection
3. Prioritization
4. Project profile
5. VMC agreement
6. Procurement
7. Implementation
8. Routine maintenance
9. Monitoring and reporting
10. Evaluation (Impact)



# Basic Access and Synergy Project Support

- The aim of the Synergy Project Support fund is to support other sectors with the transport infrastructure component to strengthen the poverty alleviation effect of rural development projects
- This budget comprises a 70% contribution from Sida and a 30% contribution from the Lao Government



# What does the Synergy Project Support Fund do?

- The Synergy Project Support Fund provides conditional in-kind assistance by improving basic access in the poorest areas of the Lao PDR in the form of construction/upgrading of low volume roads, footpaths, structures, waterways and training in maintenance of the supported access improvements



# Who can apply?

- Mass-organizations, Local Authorities and Administrations, sector-focused Ministries

# How to apply?

- Districts must fulfill the requirements , attach supporting documents and obtain the approval and endorsement from each Synergy Partner.
- The application shall also be approved by the Provincial level



# Who will review the applications and award assistance?

- The Local Roads Division and the LSRSP3-BAC Steering Committee

## What criteria will be used to evaluate the projects?

- Remoteness, inaccessibility, poverty levels, levels of synergy, promotion and development of economic potential and income generation opportunities and cost-poverty reduction effect ratio





# East Asia Community Access Programme (SEACAP).

- The Environmentally Optimized Design (EOD) approach.
  - With this approach, the road is designed to suit a variety of task and environmental factors such as rainfall, available materials, construction capacity, gradient, flood risk and so on
- The EOD approach combines variable longitudinal design with, when funds are limited, spot improvements.



# East Asia Community Access Programme (SEACAP) (Cont.)

- This manual is based on the guidance in Low Volume Rural Road Standards and Specifications.



# Table 1- LVRR Classification

Design Parameter	Description	Definition	
Road system	Low volume rural roads	For all-year accessibility	
Classification	One-lane roads, Defined by maximum number of 4-wheeled motorized vehicles, maximum axle load and maximum vehicle body width	Traffic lane	One
		Maximum 4-wheeled motorized vehicles	150 per day
		Maximum axle load	4.5Tons for any vehicle
		Maximum vehicle body width	2.3m



# Rural Infrastructure in Lao PDR, Phase III

- Project Goal is the sustainable utilization of programme roads throughout the year and adequate maintenance of local roads.
- Project measures are in line with the priorities set out in the National Growth and Poverty Eradication Strategy of Lao PDR



# The measures included in this project

A: Project components for rehabilitation and maintenance

B: Training measures

- Practical training and training-on-the-job for local network planning as well as project and maintenance management of the DPWTs in Xaignaboury and Attapeu and the concerned district;
- Monitoring of road maintenance funding, expenditures and activities in all concerned provinces and support to associated procurement;
- Strengthening of local contractors;



# Rural Development and Poverty Reduction

- National Committee for Rural Development and Poverty Eradication
- Poverty Reduction Fund (PRF)
- The PRF is one of the national project which is related directly to the NGPES into the implementation stage. The planning system has been shared with the Integrated Rural Accessibility Planning Process (IRAP) with the community participatory approach .
- The local community will responsible for the maintenance of the asset.



# Conclusion

- The Community Participatory is the necessity for accessibility.
- The need is from the rural community
- The Local Government will provide the Financial and Technical support
- Creation of Village Maintenance Committee
- Labor Based with equipment support Method for Routine Maintenance.



**THANK YOU  
FOR YOUR ATTENTION !!!**

