



**XXIVth WORLD
ROAD CONGRESS**
Mexico City 2011

SUSTAINABLE RURAL ROAD NETWORKS

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- Introduction
- Part 1. Accessibility and Planning of the Development of Rural Roads
 - The Context for our Planning
 - The “access” indicator
 - Accessibility – basic need and key to local development
 - Planning and priority setting tools at local level
 - Integrated Rural Accessibility Planning (IRAP)
- Part 2. Issues of Decentralization
 - ... (see part 2)



The Context for our Planning

- The life of rural citizens
 - Disparity in income widening rapidly
- Growth
 - Failed to produce demand for jobs and increased incomes for a larger part of the populations
- State of infrastructure
 - Poor infrastructure impacts on GDP and business productivity
 - 40 % of rural Africans live within two kilometres of an all-season road
 - Some 65 % in other developing regions
 - Critical to agricultural productivity
- MDG attainment



The Context for our Planning, cont.

- Infrastructure investments
 - Regional connectivity – high priority to boost economic growth
 - Concessions for natural resources extraction
 - Establishment of export processing zones (EPZs)
 - Limited returns to local society (backward and forward linkages)
- Rural roads to enhance
 - local participation
 - increase production, processing and marketing
 - contribute to higher incomes and demand in the domestic market
 - fuelling bankable projects and development
- Lack of access
 - Excluded from this positive spiral



The “access” indicator

- 2 km – the distance observed road – households
- Problems:
 - terrain very hilly and periodically slippery?
 - proportion of trips on the road compared to total?
 - proportion of goods transported on the road compared to total?
 - any affordable public transport on the road?
- Basically a road indicator not conclusive on accessibility



There is an ATM available...



Accessibility – a basic need and key to local development

- Measures time (or distance) from a home to a range of goods, services and activities
- Focuses on:
 - the length and quality of physical links between individuals and the goods and services they need
 - the siting of facilities (or on making them mobile)
 - personal mobility – usually by bicycle or some low-energy form of transport
- Suggests that access, rather than transport, should be looked at as the facilitator of development



Who are we planning for? A battle between the big and the small?



Planning and priority setting tools at local level

- Technical Committee A.4 working group “Sustainable Accessibility and Planning of the Rural Road Network”
- Tools requirements
 - analytical framework to understand and evaluate the implications of infrastructure provision and its contribution to sustainable development
 - facilitate design and delivery of sustainable pro-poor infrastructure
 - easy to use and understood by all parties
 - applied through the lifetime of the interventions
 - appropriate performance indicators for monitoring and evaluation purposes



Planning and priority setting tools at local level

Continued (1)

- Findings – many available tools
 - management tools or tools suited for a higher level of planning
 - more sophistication requiring resources that do not exist for planning of rural infrastructure
 - do not serve the purpose of planning the lowest level of accessibility
- Findings – Committee highlighted six tools
 - designed to be integrated
 - into an existing planning process
 - use at the district level
 - resources are generally limited
 - complementary techniques/procedures upgrade specific activities such as data collection techniques, mapping procedures and techniques for priority setting



Planning and priority setting tools at local level

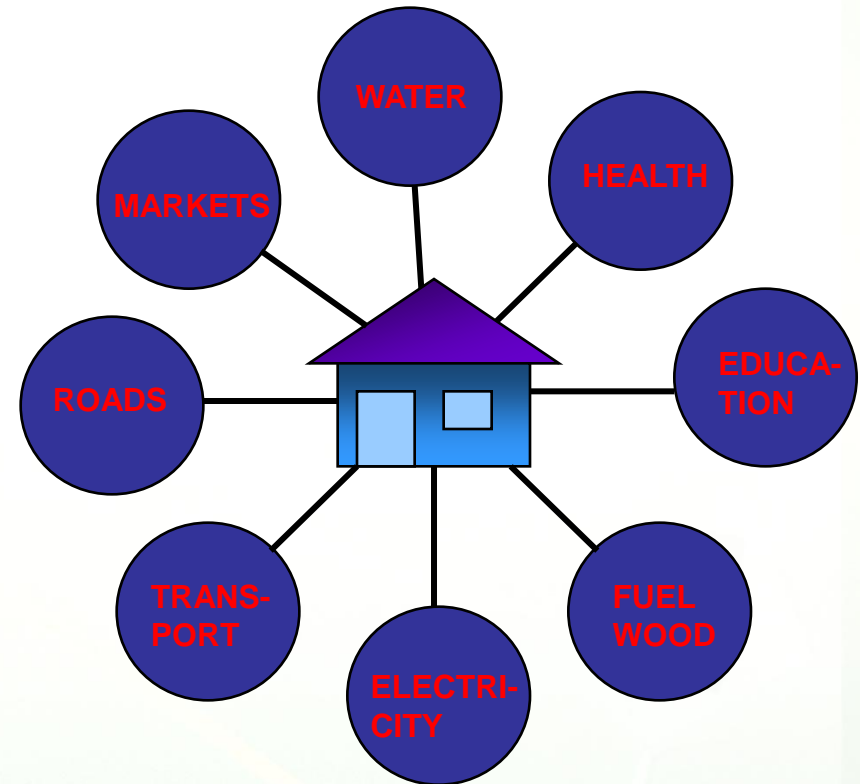
Continued (2)

- Three tools specialised in the provision of rural transport infrastructure and accessibility
 - Basic Access Approach (BAA)
 - Integrated Rural Accessibility Planning (IRAP)
 - Integrated Rural Mobility and Access (IRMA)
- Common characteristics
 - local level
 - needs-based
 - area development
 - planning tool
- The other tools for poverty reduction interventions



Integrated Rural Accessibility Planning – IRAP

- Access indicator
 - represents the difficulty through which the individuals of a community can access the different transport related sectors
- Dialogue on solutions
 - Present findings – overlay maps
 - Transparent – basis for a decision
- Solutions
 - people can more easily get to the services by improving the mobility of people or alternatively
 - bringing services and supplies closer to the people by localisation of these closer to the communities



- End of Part 1...





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Part 2: Issues of Decentralization

Outline

- The youth is our future
- Planning for employment
- Public and Private Investments in Infrastructure
- Levelling the playing field
- Local Resource-Based Approach
- Private Sector and Public Enabling Environment
- Capacity Building – Training Institutions
- Private Sector Development
- Gundu Lashu example
- Transparency and governance
- Where are we now?



The youth is our future

- High labour force growth in many continents
- Critical issues:
 - how to provide the youth with appropriate skills that are both needed and beneficial to society, and
 - how to create decent and productive employment opportunities for young people
- Every stone must be turned to create new opportunities for a sustainable development process



Planning for employment



- Quo vadis?
- Route out of poverty and into dignity:
 - an opportunity for a decent job
- Route mainly goes through regular sectoral public and private investments

Public and Private Investments in Infrastructure

- Capacities
 - Limited local capacities
 - Design, contract management and implementation
 - International competition
- Maintenance
 - Asset management – Cheaper to maintain than rebuild after a few years
 - Sustainable job opportunities



Levelling the playing field



Public and Private Investments in Infrastructure

- Capacities
 - Limited local capacities
 - Design, contract management and implementation
 - International competition
- Maintenance
 - Asset management – Cheaper to maintain than rebuild after a few years
 - Sustainable job opportunities
- Levelling the playing field
- Local resource-based approach



Local Resource-Based Approach

Make the most of local resources, including:

- Unskilled labour
- Knowledge (e.g. technology, skills transfers)
- Skilled labour
- Micro and small enterprises, consultants
- Organisations, Associations
- Tools and Equipment
- Materials
- Natural resource base
- Finance



Private Sector and Public Enabling Environment

Contracting system and procedures

- Local resource use – technology choice
 - Decent working conditions

Public Sector

- Enabling environment – centralised/decentralised capacity govt. institutions
- Procurement systems and procedures

Private Sector

- Capacity building contractors and consultants
- Skills matching for workers
- Organisation building

Public Private Partnerships

- Training and capacity building centres
- Registration and classification systems of entrepreneurs
 - Framework agreements and Codes of Conduct



Capacity Building – Training and Education Institutions

- Vocational training institutions
 - Builds on long standing cooperation with institutions in many countries
 - Reforming governmental institutions
 - PPP with the construction industry
 - Resource centres capacitating public and private actors
 - Self-financing possible
- Training for line agency staff for new role
 - Design and planning of programmes and projects
 - Preparation and supervision of contracts
 - Partnership with SMEs
 - Partnership with Ministry of Higher Education, Ministry of Labour



Private Sector Development

- Training for private sector
 - Consultants (to support decentralised line agencies)
 - Entrepreneurs (SMEs), their Managerial staff and Skilled labour
 - Matching skills and entrepreneurship to sectoral demand
 - Organisation building for entrepreneurs and workers
 - Community Contracting – Micro Enterprises
- Recent tracer study highlighted
 - Training and development programmes sound with good results for client and contractors
 - Major challenge with scaling up and sustaining demand – demand side capacities and institutions to be strengthened
 - Reinforcing economic justification and the organisational aspects including transparent policies and governance



Gundu Lashu (Our Victory) in South Africa

- Rural roads training SMEs
 - 40% youth
 - 20% women
 - 2% disabled
- Traditional rural roads but new technology developed
- Labour-Based Paving (emulsion adapted to allow labour-based techniques)



South Africa impact study – Gundu Lashu

- In financial terms, the cost per kilometre of the LBM and MBM contracts were very similar
- In economic terms, LBM contracts were estimated to be significantly cheaper than MBM
- LBM contracts were estimated to use four times the unskilled labour of MBM contracts
- Shifting from MBM to LBM was calculated to increase the income of the poorest quintile by 3% (if employment was targeted to this group) and GDP by 0.1%
- The macro-economic analysis showed that the direct and indirect contribution to GDP for LBM was 28% higher than MBM
- The main impact on macro-economic effects was due to direct effects as the multiplier effects were modest



Transparency and governance

- Application of ICT – biometric – cell phones for payment
- Right to information
- Auditing, central agencies but also by society



Where are we now?

- Innovations in technology – cutting edge solutions
- Innovations in contract management and governance – decentralised capacities with monitoring also by society
- Improved private sector capacities
- Public-Private Partnerships with better dialogue
- Employment Impact Assessment tools to guide investments for better impact – Ministry of Finance too
- Effectiveness and efficiency of local resource-based approaches: an asset for the road and for society

The right tool for the job

Horses for courses!



Thank you!

