

DECENTRALIZED MANAGEMENT OF RURAL ROADS, THE CASE OF THE SPECIAL PROJECT FOR RURAL TRANSPORT IN PERU

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ABSTRACTS

Peru began its decentralization process in 2002, and the Ministry of Transports and Communications used it as a means for development and reform of the state. In this context, it designated Provías Descentralizado (PVD in Spanish) as the provider of rural roads through three interventions: the First Rural Roads Program (1995-2000), the Second Rural Roads Program (2001-2006), and the Decentralized Rural Transport Project (2007-2012). Based on the experience acquired during more than 10 years, PVD developed technical, financial and institutional tools to deal with the challenges of road decentralization; and conducted baseline and impact evaluations to measure and improve its efficiency.

Provías Descentralizado became aware also of the importance of transferring the public service of rural roads to the local governments; it applied a progressive strategy to create and develop institutions while strengthening capacities to ensure the sustainability of the decentralization process. To achieve this goal, a pilot project was designed and implemented in the Province of Arequipa to establish a Provincial Road Institute (IVP in Spanish), which formulated a road management plan, executed studies and renovation works, and promoted creation of micro-enterprises for routine maintenance of the rural roads.

After 2007, this pilot project expanded into a model of decentralized road management characterized by institutions (the IVPs), preparation of road management plans, introduction of routine and periodic maintenance, execution of works by third parties chosen by competitive bidding, and paying attention to environmental and social norms. On the medium term, the challenge is to move from rural transport to regional infrastructure.

The full text of the paper is in Spanish.