



IFRTD The International Forum for Rural Transport and Development

Annual Report 2006

**Core Supporters:
SDC, Sida and gTKP/DfID**

Abbreviations and Acronyms

ADB	Asian Development Bank
ARTTA	Africa Rural Travel and Transport Association
CIDA	Canadian International Development Agency
CoP	Communities of Practice
DANIDA	Danish International Development Agency
DFID	Department for International Development (UK)
DoT	Department of Transport (South Africa)
EC	European Commission
ECM	Executive Committee Meeting (IFRTD)
GATNET	Gender and Transport Network
GEF	Global Environment Facility
gTKP	global Transport Knowledge Partnership
GTZ	Deutsche Gesellschaft für Technische Zusammenarbeit
ICT	Information, Communication and Technology
IFG	International Focus group on Rural Road Engineering
IFRTD	International Forum for Rural Transport and Development
ILO	International Labour Organisation
ILO-ASIST	Advisory Support, Information Services and Training Programme
IMT	Intermediate Means of Transport
ITC	Intermediate Technology Consultants Ltd
ITDG	Intermediate Technology Development Group (now Practical Action)
KENDAT	Kenya Network for Draught Animal Technology
LFRTD	Lanka Forum for Rural Transport and Development (Sri Lanka)
MDG	Millennium Development Goal
MITA	Moyens Intermédiaires de Transport Améliorés (Madagascar)
MoU	Memorandum of Understanding
NFG	National Forum Group
NGO	Non-Governmental Organisation
NMT	Non-motorised Transport
NRI	Natural Resources Institute
ODI	Overseas Development Institute
PA	Practical Action (formerly ITDG)
PIARC	World Road Association
PMGSY	Prime Minister's Rural Roads Programme
PRSP	Poverty Reduction Strategy Plan
RDPI	Rural Development Policy Institute
RTS	Rural Transport Services
RTTP	Rural Travel and Transport Programme
SDC	Swiss Agency for Development and Cooperation
SGP	Small Grants Programme
Sida	Swedish International Development Cooperation Agency
SLUAT	Latin America Society of Transport Environmental Units
SSATP	Sub-Saharan Africa Transport Policy Programme (World Bank)
SUSTRAN	Sustainable Transport Action Network for Asia and the Pacific
TANROADS	Tanzanian Roads Agency
TRB	Transportation Research Board
TRL	Transport Research Laboratories
TUDTR	Transport and Urban Development Department at World Bank
UNDP	United Nations Development Programme
UNEP	United Nations Environment Programme



Introduction

This report describes activities, outputs and outcomes of the International Forum for Rural Transport and Development (IFRTD) for the calendar year 2006. It is important to note, as in previous reports, that the Secretariat leverages a number of activities in the National Forum Groups (NFGs) and in the network as a whole. Some of these activities have been described in this report, but there are others that are outside its scope. This is recognition that the IFRTD network is far greater than the sum of the activities of the Secretariat.

The report will follow the format of the Annual Report 2005 and will structure activities under seven sub-headings:

- **Building Partnerships** : will look at the links forged by the Secretariat with international and regional organisations and networks. Many of these partnerships are related to sharing information and developing collaborative activities. A few are funding relationships.
- **Strengthening Networking**: will look at the activities that facilitated networking within and among NFGs and members around the issues of mobility and access for the poor.
- **Sharing Knowledge** : will look at what the Secretariat has done to share knowledge generated by the network.
- **Generating Ideas** : will look at what new ideas have been stimulated within and through the activities of the Secretariat.
- **Stimulating Change** : will describe what the Secretariat has done working with the national networks to stimulate policy and practice.
- **Evaluating Performance, Governance and Strategy Development** will look at the activities that Secretariat members have engaged in building on the evaluation, such as the Strategy Development Process.
- **Maintenance and Resources**: will outline changes in the Secretariat, progress on hosting arrangements and fundraising activities.

The report will end with some key challenges for the Secretariat, and the Forum Network.

PLEASE NOTE this is the last technical report that utilises this format. Since the new strategy for 2007-2011 has been adopted at the Executive Committee meeting in November 2006 a new logistical framework has been developed including indicators to assess strategic progress for the coming five years. This logframe and indicators will be used to report progress.

Building Partnerships

INTERNATIONAL

The World Bank

IFRTD has over the years developed relationships with different parts of the World Bank in Washington and in the regions. These include the Transport and Urban Development Department (TUDTR) in the Infrastructure Vice-Presidency, the Africa Transport Division, the Sub-Saharan Transport Policy Programme (SSATP), the World Bank programme in India, and colleagues working on transport in Latin America.



Transport Indicators

TUDTR is working with IFRTD and others to review the measures and indicators that are used in the transport sector. Their aim is to develop a comprehensive draft set of Transport Performance and Impact Indicators which will:

- Facilitate the management of various sub sectors to enable them to deliver transport services cost effectively and appropriately.
- Help in the monitoring of the sector's performance with respect to its contribution to the implementation of agreed national policies.
- Provide better insights into regional and global perspectives of transport activity and trends.

As part of the ongoing consultations, IFRTD was invited by TUDTR to host a **series of regional workshops**. After the first workshop in Nairobi in June 2004, a second workshop was held in Sri Lanka in April 2005, for which the Sri Lankan National Forum Group was instrumental in helping IFRTD coordinate. For 2006 it was decided to shift the workshop to South Africa after the South African Department of Transport offered to co-host it. This event, held in June, was attended by 25 stakeholders from six African Countries, and five regional and international agencies working in the transport sector. Just like similar workshops held in **Nairobi** and **Sri Lanka** in June 2004, the discussions were held in the spirit of consultations, sharing and learning. As such, no formal country or institutional policy positions were debated or adopted at the workshop. The presentations made at the workshop are all available on-line through http://www.ifrtd.gn.apc.org/new/proj/transp_ind_sa.php.

In broad terms, the workshop provided an opportunity for a more detailed exploration of rural transport travel data. This was underpinned by presentations on the Rural Access Index, South Africa's Household Travel Survey and the Integrated Rural Mobility and Access Programme. The importance of a better understanding of gender travel data was strongly underscored in the meeting. As a result of this workshop a task force has been set up in Kenya to lobby for the integration of household travel patterns in government data collection exercises.

In addition IFRTD and the Gender and Transport Network (GATNET) Community of Practice were invited to provide input into developing the World Bank Strategy 2007-2015. Through a virtual forum, moderated by members of GATNET, members were able to discuss and provide feedback into the World Bank Draft Strategy Document specifically assessing it from a gender perspective. This was a very participatory process and resulted in a working document that is available through www.gatnet.net

Sub-Saharan Transport Policy Programme

Even though IFRTD has had a long-standing relationship with the World Bank's SSATP, the relationship has changed in recent years. This was a result of the reorganisation of SSATP on a programmatic basis which led to closing the Rural Travel and Transport Programme (RTTP) with which IFRTD had close links.

However, there is potential for considerable collaboration between the work of SSATP and IFRTD. In fact, IFRTD is a member of a consortium - consisting of Intermediate Technology Consultants (ITC), WSP and Paul Starkey - that was contracted by SSATP to develop and implement a methodology for Rapid Assessment of Rural Transport Services (RTS). The purpose was to test and validate a framework that Governments and others can use to quickly assess *the state* of medium-range, rural transport services (5-200km). Whereas there is rich body of knowledge on urban transport, long-distance/transit transport and village-level transport, there seems to be a gap in understanding transport that links agriculture to markets, villages to regional centres etc. The full results of this study are available on <http://www.ifrtd.gn.apc.org/new/issues/AssessingRuralTransportDraft060315.pdf> and were also shared and disseminated at the SSATP Annual General Meeting held in November in Bamako, Mali. As a follow up on this meeting another workshop on Rural and Urban Transport



Services was held in Addis Abeba in March, 2006 in which the results of this study were shared more widely and in more detail.

In addition IFRTD has engaged with a new SSATP's members' initiative to set up a network called the Africa Rural Travel and Transport Association. (ARTTA). This is a Sub Saharan African network consisting of the 'old' RTTP coordinators focusing on developing, operating and maintaining rural transport systems of member countries. While in Ethiopia, IFRTD carried out a presentation on potential collaboration between the two organisations, with the aim of avoiding spreading the limited resources too thinly. However ARTTA has recently had their official launch and IFRTD was not invited even though several communications have been exchanged on potential synergies.

The annual SSATP meeting, held in Lesotho at the end of October, was attended by the two regional coordinators in Africa. This was again a good opportunity to network and the Coordinators specifically met with the Chair of the ARTTA network to initiate a good working relationship and prevent duplication. For the thematic group on Appropriate Transport Services, IFRTD managed to have Gina Porter from the University of Durham present on the Children and Mobility project (see page 16) a three year programme carried out with IFRTD members in Malawi, South Africa and Ghana to develop a child-centred methodology to mobility and transport issues.

global Transport Knowledge Partnership

IFRTD has also been in close collaboration with the initiators of the global Transport Knowledge Partnership (gTKP) since the middle of 2003. In mid-2005, IFRTD's membership to the interim governing board of gTKP has officially been approved. To promote Southern representation, IFRTD's East and Southern Africa Regional Coordinator, Peter Njenga has been appointed as a board member.

In addition, gTKP has agreed to come on board as the third IFRTD core supporter after a proposal submitted in August 2005 had been approved. A grant agreement totalling £100,000 for 2006 has been signed in January but due to bureaucracy and miscommunications only came through in the latter half of 2006.

As far as gTKPs programmatic development is concerned they have adopted four 'depth' areas:

- Rural Accessibility
- Urban Demand Management
- Vulnerable Road Users
- Transport and Governance

IFRTD is part of the first work stream and it is in this light that IFRTD actively participated in the gTKP General Assembly in Tunis. IFRTD carried out three presentations in the various sessions. This was great to increase our visibility; this was rewarded when a survey exercise showed that IFRTD was ranked by participants as the 2nd most important source of transport knowledge after the World Bank. This is recognition of IFRTD's added value as a main entry point for information seekers on rural transport and access issues.

IFRTD has also been invited to be the work stream champion for rural transport to help revamp the gTKP web site in the coming months. For more information on the depth areas and gTKP in general please visit www.gTKP.org

TransNet

IFRTD and **Skat consulting** are key players in SDC's Mobility programme which is clearly demonstrated in the new SDC Operational Guidelines. TransNet is a Swiss-based informal Community of Practice (COP) of public, private, national and international actors in the transport field. The COP is an essential framework for the exchange of information and experience as well as providing a pool of expertise and a 'think tank' on mobility. TransNet organises twice-yearly events for members and invites people to encourage networking, and thinking and learning on hot sector issues.



Currently Skat and IFRTD are collaborating very closely on the Mobility and Health programme in conjunction with the Swiss Tropical Institute (for more information see Mobility and Health on page 16).

In addition Skat and IFRTD have been working together on the SDC-funded Networked Research Manual. The Manual will basically be a hands-on guide of this IFRTD-pioneered innovative approach. Networked Research is a new perspective on the more familiar 'action research' or 'participatory research', but its unique selling point is its network setting.

The Manual will be very valuable to the participants of the Mobility and Health programme as well as for other networks who are interested in participatory research. Due to a very ambitious work plan the realisation of the Manual has run into a bit of delay and will be ready for publishing by the end of January 2007.

Transportation Research Board

Following new strategic directions, the US-based Transportation Research Board (TRB) has forged closer links to the IFRTD. As a follow up on the Virtual Forum held in May 2005 and the round table in July 2005 TRB organised a panel on Gender and Transport as part of their Annual General Meeting in January 2006. One of GATNET's members, Nite Tanzern was invited by TRB to be a panelist on a session on Gender and Transport. Thanks to Sida's non-core support, IFRTD was able to sponsor Nite's participation. Reports on the AGM are available on www.trb.org. In addition TRB's Maha Khan wrote the following message:

"I am writing to thank you again for funding Nite's trip. The TRB panel session was really successful and I know that everyone including the panelists enjoyed it. All the presentations were of such great quality, and we all learned a lot from each other. It was good to put faces to names I have been emailing for so long. The Conference was also a good opportunity to network with other individuals committed to pursuing the gender and transport agenda further."

Building Partnerships

REGIONAL

International Labour Organisation

Another longstanding partner of IFRTD has been the International Labour Organisation's ASIST programme in Africa. Last year a joint concept note has been developed, entitled: *"From Pilot Project to Policy and Institutional Impacts: The influence of the Makete Integrated Rural Transport Project [MIRTP] on Rural Access and Mobility Policy and Practice in Sub-Saharan Africa"*.

The proposed study aims to bring to a wider audience the key lessons from the Makete Integrated Rural Transport Programme, a programme that ran during the eighties and nineties and which was considered a pioneer project in addressing rural transport issues. The proposal focuses on two streams of lessons: one, the residual policy, institutional and poverty impacts of the programme within Makete District itself and secondly, the general impacts on the development of key rural transport and access policies and strategies within Tanzania and selected countries within Sub-Saharan Africa. Sida has approved this project as part of their non-core funding for 2006 and to date the field work is finished in Makete District and Tanzania, Malawi and Zimbabwe. The next phase will actually involve developing the communication targets, including a web site and various learning briefs to communicate to a wider audience beyond the transport sector.



UN Economic Commission for Africa

There is an agreement with the UN Economic Commission for Africa (UNECA) and IFRTD's Regional Coordinator for East and Southern Africa regarding IFRTD organising a panel on rural transport safety issues during the upcoming Africa Road Safety Congress. The conference is planned for 5-7 February in Ghana. The issue of rural transport safety had been simmering in the IFRTD network for quite some time, especially in **Latin America**. Until now safety issues in the transport sector have overwhelmingly concentrated on roads, highways and motorised traffic. However IFRTD members, such as Paul Kwamusi from the Uganda Transport Forum Group, have been advocating for more attention to rural transport safety issues, beyond roads. As there is little information available on rural transport safety outside of road safety and accidents, IFRTD has been interested to explore other themes, for example

- **Safety from harassment**, particularly for women/girls, relating to the design of transport services and facilities.
- **Safety of poor peoples' property** - eg. intermediate modes of transport.
- **Safety issues on community access roads.**
- **Safety issues on other local infrastructure** - footbridges, other water crossings, paths, tracks and water transport.

After circulating a call for proposals in September and October 2006 IFRTD selected 5 studies which all have a rural transport safety focus. Once finished IFRTD will synthesise these findings and present these in Ghana. Funded by Sida non-core funds, the studies are careful in finding the optimum balance between improving safety for poor people while still assuring their access to critical lifelines and market opportunities.

The selected studies are:

1. In Cajamarca, rural Peru, Maria Gutierrez is carrying out a small study on safety issues on community access roads particularly for girls and women.
2. In rural Madagascar Didier Young is looking at safety issues on community access roads and paths, with a special focus on the various means of transport (including walking) and the risks of carrying goods for trading.
3. In Sri Lanka Granie Jayalath is assessing safety on rural water way crossings and water transport.
4. In Cameroon Vivien Meli is carrying out a small research on safety issues with female traders ("byasalam") on rural roads (rural-urban linkages).
5. In Rajasthan, India Ashoke Sarkar from Birla Institute for Technology and Science is looking at the impact of PMGSY roads on the traffic safety of school going children in rural areas.

Other Partners – International

Transport Research Laboratories

In March 2006, IFRTD was invited by Transport Research Laboratories (TRL) to consult members on rural roads prioritization processes and techniques currently used in 12 countries in Latin America, Asia and Africa. This was a quick and dirty assessment but it has been anticipated that phase 2 of this initiative will develop guidelines to assist users in selecting and modifying an appropriate



prioritisation methodology for his or her use. The guidelines will differ from others in that comparisons will be based on similar data sets and hence illustrate the advantages and drawbacks of alternative procedures. For more information please refer to the following link:

http://www.ifrtd.gn.apc.org/new/issues/r_roads.php

South East Asia Community Access Programme

The Regional Coordinator for Asia is continuing his engagement with the South East Asian Community Access Programme (SEACAP). IFRTD has submitted a concept note to SEACAP to fulfill a support mandate to consolidate and strengthen the South East Asia Community Access Programme (SEACAP) Communications Strategy. Working in collaboration with SEACAP program staff and practitioners IFRTD staff would like to:

- Translate SEACAP learning into clear dissemination and advocacy messages
- Prioritise dissemination and advocacy targets
- Consolidate and strengthening SEACAP networks
- Strengthen links between SEACAP and wider regional and international transport networks and debates
- Provide training opportunities to strengthen national and regional advocacy skills

The proposal is currently under review with the management of SEACAP. This has been put on hold however as DfID is carrying out a mid-term review of this programme.

UN Food and Agriculture Organisation

During the annual FAO Conference in 2005, a new programme of work was approved which included a section of work on Rural Infrastructure. This reflects the growing recognition of the role of rural infrastructure in the linkage between poverty reduction and economic growth. It also responds to the calls to action from NEPAD/CAADP, the Commission for Africa, and the G8 summit in Gleneagles. To launch this new work on rural infrastructure, FAO organised a technical consultation to share experiences from work on rural infrastructure in October 2006. The main aim was to help build the knowledge base, identify the potential role for FAO, and explore potential partnerships for further work. Based on their expertise and knowledge IFRTD was invited for this technical consultation, as was the World Bank, Seacap, ILO, IFAD, WFP and Practical Action amongst others. IFRTD advocated for focusing on transport services especially in light of linkages to market opportunities which is in FAO's best interests. FAO was however more interested in infrastructure and road building, since there are more resources available. Overall it was a good opportunity to increase the visibility of the network.

Strengthening Networking

National & Regional networking

The Secretariat and the Regional Coordinators in particular, spent considerable time supporting national networks and stimulating regional networking.

National Forum Groups (NFGs) and Networking Events

In **East and Southern Africa** the Regional Coordinator for East and Southern Africa was involved in the final part of the SSATP/ Government of Kenya Transport Policy and Poverty Reduction Strategy Review. IFRTD's inputs were sought on the basis of the work it has done through Poverty Watch. There is no doubt from the workshop that IFRTD's inputs were highly valued, and especially because of the regional and global perspectives IFRTD brought to the discussions. Final recommendations on



how to strengthen the transport sector policies from the point of view of poverty reduction were prepared and presented to the Permanent Secretary, Ministry of Transport.

The Regional Coordinator for East and Southern Africa continues to be part of the process of formulating a medium size project on sustainable transport in Africa. A project formulation proposal has been completed which is now under consideration by UNEP-GEF.

In **West and Central Africa** a new Regional Coordinator in the name of Guy Kemtsop started in September after a 9-month hiatus in the region. Upon completion of an induction period in London, Tanzania and Peru his first task was to organise the regional meeting and revitalise the network after the long silence. Held in **Cameroon**, a new communications strategy was developed as well as a regional and national programme of work. Guy has also spent considerable time updating the electronic and online resources as well as translation in French,

In **Asia** the Regional Coordinator has been engaging with several NFGs. The main engagement has been to help organise an Engineer Training on Rural Road Maintenance Management which has been arranged by the **Bangladesh**NFG (BNFRTD) in association with the Local Government Engineering Department (LGED) of Bangladesh for engineers from the Ministry of Provincial Councils and Local Government of **Sri Lanka** and from the **Nepal** National Forum Group (NFRTD). A short but comprehensive 'on the job' training programme including field visits was held from 16th to 22nd December 2006 in Bangladesh.

Another training for the **Sri Lanka** engineers is on the cards early 2007 by the National Rural Road Development Agency (NRRDA) of the Government of **India** at the request of IFRTD. This training will be followed by a proposed familiarisation visit to Rajasthan to be arranged by the Rajasthan Regional Forum Group in association with BITS, Pilani and the Public Works Department of the State Government of Rajasthan. The main objective of this visit by the Sri Lankan engineers is familiarisation with the Prime Minister's Rural Road Programme (PMGSY) of India.

After a corruption charge of the NFG Coordinator for **Cambodia** it was agreed to establish a working relationship with another well-established network called the Cambodia National Community of Transport Practitioners (CNCTP). Slowly but surely progress is made on establishing national networks in **Lao PDR** and **Vietnam**. The regional coordinator visited Lao PDR and did a presentation on IFRTD at the monthly INGO meeting in Lao PDR. Several INGOs were interested about accessibility and mobility issues faced by the rural poor. They said it is important to cover this aspect in all development projects.

In **Latin America** several networks have been engaged in pursuing a national agenda. The network in **Colombia** has organised the 2nd National Symposium on Rural Transport which had to be postponed until August due to political unrest in June (as a result of national elections). The Rural Transport Symposium was very well attended by national and local government authorities, various universities and the private sector; in fact the number of participants tripled compared to the first symposium. It was notable that more issues were being researched by academia and private sector have shown interest in developing affordable technologies. The IFRTD secretariat was present to carry out presentations on transport policies and poverty and the mobility and health programme. An overall comment was that gender and transport is still very much an issue that needs more visibility and advocacy. A similar symposium was held in Mexico in September.

In **Nicaragua** one of the network members is now responsible for printing and distributing the Spanish Forum News to enhance cost-effectiveness and build capacity in the south. The **Cuba** NFG carried out their 2nd National Encounter of Rural Transport Drivers. In May it also carried out the IV National Forum specialised on Rural Transport and shared their proceedings through the Latin American listserv.



In **Peru**, developments are on-going to launch a new NFG. A small group of active members have had several meetings, mainly to talk about organisational issues and to discuss initiating with a small project that would attract the other Peruvian less active members to get involved.

Listservs

The **ifrtal** listserv is an active networking tool for the Latin American region. It now has over 200 members and in 2006 new members from Brasil, Colombia, Argentina, Paraguay and Peru have been added to the participants' list. Information has been exchanged on IMT issues, rural road infrastructure, with a particular focus on road surfaces and road maintenance, planning, opportunities for consultancies with the ILO and on engaging in new activities of the IFRTD

Other lists supported by the Secretariat include the ruralwaterways@yahoogroups.com list, which became more active when the Forum on Rural Waterways in Nicaragua took place, and the rural-transport-development@jiscmail.ac.uk list that is being managed by IT Transport.

Following the end of the World Bank project on Integrating Gender into World Bank financed programs, the Secretariat helped the consultants set up a list on gender and transport – gatnet@dggroups.org. This list is very active, and there was a vivid discussion on mainstreaming gender in transport issues during the recent virtual Forum on providing gender inputs into the World Bank Draft Strategy Document of the World Bank. For updates and summaries of the Virtual Forum please visit <http://www.ifrtd.gn.apc.org/new/index.htm>.

As part of the new programme on Mobility and Health a new listserv has been set up through D-groups (<http://www.dgroups.org/groups/mobilityandhealth/>) While this is initially exclusively for the researchers to exchange information, there are plans to open it up with the objective to develop a Community of Practice around the issue.

Sharing Knowledge

Forum News

Three issues of Forum News were published during the year.



In February/March an issue came out that focused on **Poverty Watch** which first phase ended in December 2005. Poverty Watch is an international programme initiated by IFRTD to spotlight the interface between transport and poverty reduction. This issue of the Forum News focused on the results and lessons learned of this 3-year initiative, which were discussed during an international workshop in Kenya. We already had to do a reprint of this issue as we had a lot of positive feedback from the members. One was from our member in Gambia which is worth highlighting here:

*“I read with great interest the article **Transport and Poverty Monitoring Framework** published in the 4 February, 2006 issue of Forum News. I am the SSATP Co-ordinator for The Gambia. Presently, we are (i.e. the Steering Group and Stakeholder Group) engaged in conducting the Poverty Reduction/ Transport Strategy Review. The contents of this article has indeed helped enrich this process. In fact, most of the articles in this paper help me make informed decisions on transport issues, particularly as relates to problems of rural access.”*

In June/July an issue came out called **Understanding Rural Transport Hubs**. This issue focused on the concept of transport as a potentially useful tool for understanding and building upon the natural evolution of transport organisation in rural areas.



In November the latest issue came out which was devoted to **Transport Indicators**. In this issue of Forum News we placed the World Bank funded workshop series on transport indicators into the context of the wider Transport Results Initiative at the World Bank and summarise some of the case studies, debates and recommendations that are emerging.

All issues are available online through http://www.ifrtd.gn.apc.org/new/res/i_fnews.htm

ID21 Insight

The Institute of Development Studies has published a new Id21 insight with the theme of rural transport and the Millennium Development Goals. The title of this edition is *Transport, the missing link? A catalyst for achieving the MDGs* and was guest edited by IFRTD. It contains articles by the IFRTD Chairman and other IFRTD members on topics related to the MDGs such as, micro enterprises for road maintenance, children and mobility, gender and transport, transport for pregnant women and HIV/AIDS issues. Hard copies were sent to all members on the database in addition to the ID21 list of subscribers. Overall this document was very well received and we have invested some of our own resources to translate these documents in French and Spanish. The issue can be downloaded through the following link http://www.ifrtd.gn.apc.org/new/res/id21insights63_Transport.pdf

Network Report

In May 2005 the new IFRTD 2005 Network Report was published including a special focus on transport and the Millennium Development Goals. In addition the report gives an overview of IFRTD's international and regional activities throughout 2005. It also provides a series of special reports to highlight the links between transport and the realisation of the Millennium Development Goals (MDGs). A hard copy has been shared to all members in French, English or Spanish and the document is also available on the web site through http://www.ifrtd.gn.apc.org/new/res/pubs_annual2005.htm.



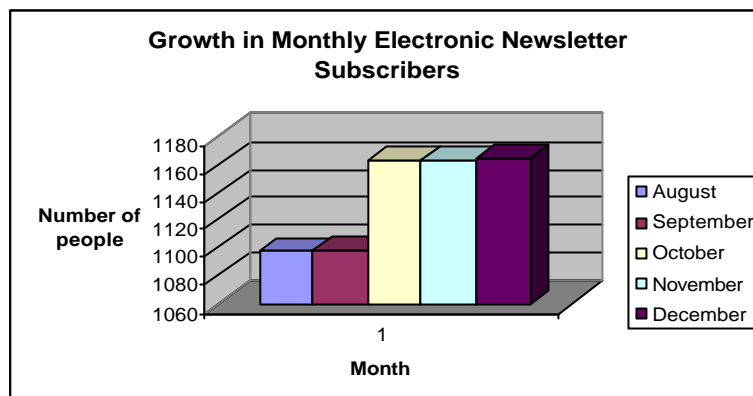
Online Resources

The main IFRTD website (www.ifrtd.org) continues to grow in terms of both numbers and content. Numbers are up 20% from 2005 from 60615 individual visits per year to 75046. Monthly visitors average 6254 in 2006 compared to 1750 in 2002. March was a particularly busy month this year with the call for the Mobility and Health proposals being advertised widely and Forum News being distributed.

Table 1: Summary by Month										
Month 2006	Daily Avg				Monthly Totals					
	Hits	Files	Pages	Visits	Sites	Kbytes	Visits	Pages	Files	Hits
Dec	2778	1702	545	232	2830	995277	7206	16901	52771	86124
Nov	3349	2228	660	201	3254	1198947	6047	19802	66850	100481
Oct	3618	2323	768	208	3798	1299561	6456	23810	72019	112182
Sep	3269	2072	675	171	3067	1104712	5139	20261	62170	98072
Aug	3160	2111	656	156	3201	1215650	4848	20349	65458	97982
Jul	3132	1773	630	178	3178	960695	5540	19541	54981	97108
Jun	3550	2074	757	217	3485	988811	6515	22732	62221	106501
May	2883	1811	670	214	3728	956722	6646	20776	56148	89390
Apr	2890	1865	768	230	3573	1241736	6914	23049	55976	86726
Mar	3147	1977	806	310	3646	1116014	9635	25006	61306	97587
Feb	3199	2114	640	226	2990	894751	6334	17947	59200	89574
Jan	3471	2291	799	193	2409	967374	6005	24769	71028	107606
Totals						12601317	75046	239394	702008	1112848



The IFRTD e-newsletter was introduced in August 2006 and is helping to keep members visiting new content on the site. Chart 1 shows the growth in the number of subscribers to the E-Newsletter over a period of five months.



IFRTD now manages all three of its websites (www.ifrtd.org, www.mobilityandhealth.org and www.ruralwaterways.org) using database technology which not only helps to coordinate tri-lingual content on all of the sites but allows for interactive and participatory information uploading. A new Events and Conferences section uses this technology allowing visitors to submit event and conference information themselves. At this year’s Executive Committee meeting NFG members attended a workshop to discuss how they can use this technology to take ownership of the NFG pages and this will be taken forward into 2007. The Projects and Activities, Regional, Strategy and News pages have been updated continuously throughout the year.

Some of the most popular pages are the IFRTD news pages, which concurs with the introduction of the e-newsletter. Spanish pages continue to be very popular and the website’s search engine is primarily used to search for Spanish rural transport phrases. The French pages are receiving increasing numbers of visitors as our new regional coordinator for Francophone Africa – Guy Kemsop – is coordinating the final translations to complete the site.

Most visitors enter the IFRTD website from www.google.com indicating that IFRTD features highly in rural transport related Google search strings. More recently visitors are also being referred from our new blog - <http://ruraltransport.blogspot.com/>, where visitors have been debating Rural Access Indicators. 20% of visitors enter the site directly.

www.mobilityandhealth.org

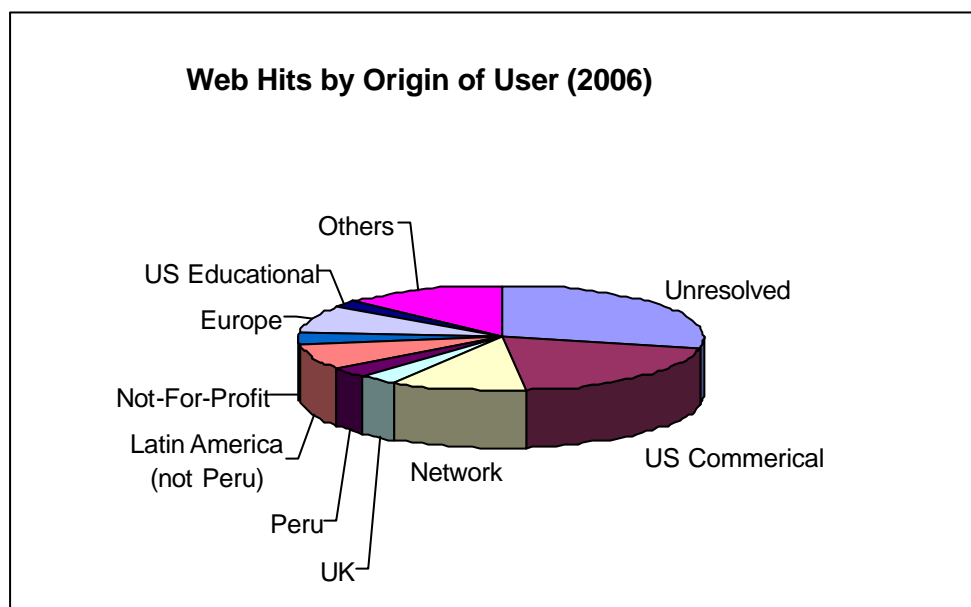
As well as being a focal point for the Mobility and Health programme it also acts as a portal for a wider audience to seek knowledge and resources and to access people and organizations interested in mobility and health. At the beginning of 2006 the basic website was in place but as the Mobility and Health programme has developed throughout the year the website has been extensively updated in English, French and Spanish and now includes details of all the case studies, team member biographies, a news section, photo library, bibliography and literature review as well as background information on the programme itself. It too is based on an interactive content management system enabling the researchers to contribute directly to the website themselves uploading their own bibliographies, documents, news and photos etc.

www.ruralwaterways.org

The website has been maintained in English and Spanish and the news section has now been streamlined with the news sections on IFRTD’s other websites so they share the same new content. Guy Kemsop is coordinating the translation of the website into French which will be completed shortly.



The following pie chart gives an indication of the origin of website visitors. Although a proportion originate from unresolved locations, a large number can be identified as originating from US commercial (.com) and Network (.net) locations. There is a sizeable proportion of identifiable European and Latin American addresses (particularly UK and Peru). Although the number of Southern users has increased, this has mostly been in Latin America and there remains a need to attract new visitors from Asia and Africa. IFRTD's new strategic plan includes plans to build on the existing network of Southern users especially in Africa and Asia.



Other knowledge sharing activities

- The Communications Coordinator presented a paper on the SDC Toolkit for Promoting Sustainability of Rural Road Infrastructure at the latest PIARC meeting in Rabat. This meeting, organised by the Rural Road Maintenance Technical Committee, was attended mainly by technicians and engineers. Focussing on community participation the presentation shed light on social issues regarding road maintenance and was positively received.
- Unfortunately an opportunity to develop a World Bank Resource Manual on best practices in Inland Water Transport fell through. This was mainly due to the fact that the World Bank bureaucracy could not fit a networked approach in this useful exercise.
- The Executive Secretary and Communications Coordinator were invited to attend a week-long event on the Management of International Networks for Knowledge Sharing in St. Gallen in Switzerland. The event was organised by the Skat Foundation and is part of a new Forum called 'Threads'. Its aim is to improve management practices in development cooperation through sharing and learning. A lot of new and young network practitioners attended and it was interesting to see that IFRTD was seen as a role model and looked up as a source of reference and information. IFRTD carried out a presentation and wrote a paper which are both available through <http://www.threads.ch/prarticle.2006-03-20.4533759061/prarticle.2006-05-01.4324009466>
- The Communications Coordinator attended the World Congress on Communications for Development in Rome. The underlying agenda for the conference was to promote communications for development as a sector in its own right and to encourage donors to increase their budget allocations for communications activities. It was a very high profile event – co-organised by the World Bank, the FAO and the Communications Initiative, with various other partners. The aim was for the congress participants to underwrite the '**Rome Consensus**', a concrete set of recommendations for policy makers and funders regarding



communications for development. This is good news for IFRTD as the recommendations basically underscore all the work that we do, including a specific one to strengthen partnerships.

- The Secretariat developed stands for *What is the IFRTD, Transport and the MDGs* and the *Mobility and Health Programme*. Mainly aimed to increase visibility at conferences and meetings the stands have already proved useful during the Gender and Transport Conference in South Africa and the Global Forum for Health in Cairo.

Generating Ideas

One of the key functions of the Secretariat is to stimulate the generation of knowledge and debate around issues of mobility and access for the rural poor. Several new ideas have been stimulated and developed further, as a result of continuous networking, meetings and workshops.

Children's Mobility

Ongoing reviews of the literature on children, mobility and access shows that there is very little written on the subject but there is a genuine interest in what seems to be a hot topic. Whatever has been written has been compiled by adults, and there is almost nothing in the public domain about children's own perceptions of mobility and access issues as it affects their lives, or about what they think are the priorities that governments and other transport providers should address. A pilot project initiated by Gina Porter at the University of Durham, aiming to redress this imbalance by developing a participatory child-centred field methodology or toolkit in order to improve policy on children's mobility and access, is finished. A follow-up phase of the initiative focuses in more detail on the mobility constraints faced by girl and boy children in accessing health, educational and other facilities in sub-Saharan Africa, the lack of direct information on how these constraints impact on children's current and future livelihood opportunities, and the lack of guidelines on how to tackle them. The project aims to provide an evidence base strong enough to substantially improve policy in the three focus countries - Ghana, Malawi and South Africa - and to change thinking across Africa. The project started in May when the proposal was approved by the British government and the IFRTD Secretariat is part of the steering team. In addition IFRTD members in the three focus countries will be participating and the information will be shared widely across the IFRTD network. An inception workshop took place in Malawi in September and currently another workshop is taking place in Ghana. A full inception workshop report and update is available through http://www.ifrtd.gn.apc.org/new/proj/chil_mob.php



Accompanied Observation walks are one of the tools used

Transport and Climate Change

Even though environmental issues such as climate change are high on the international agenda, little has been written on issues about access, mobility and their environmental impacts in rural areas. Lack of information prevails among stakeholders and those who do have information lack the mechanisms to share it effectively at local level, leaving space for a gap of such knowledge at community level. This has resulted in limited or no capacity of stakeholders to make informed decisions that affect their environment. This has often had bad consequences.

After some research among the Latin American network it was concluded that one of the reasons why communities hadn't taken action to address is because of their lack of knowledge on mitigation of climate change issues and its relation to their development needs. Unfortunately a proposal on the topic,



submitted to the World Bank's Development Marketplace, was not successful. However environmental issues continue to be a main area of focus for the Latin America network and IFRTD will continue to seek donors.

Stimulating Rural Transport Hubs

Rural transport hubs are those points, such as markets, depots, transport terminals or water points, where transport services are concentrated. They encourage a high diversity of complementary transport technologies, each with a different niche – large motorised vehicles for long distance transport and intermediate means of transport such as bicycles, carts and pack animals for feeder transport.

A focus on hubs may increase transport efficiency through integrating transport modes and improving the interface between feeder and long-distance transport. By improving the system for consolidation and dispersal of loads, the whole transport 'market' may expand, increasing efficiency, reducing costs and benefiting the users and operators of all types of transport. This is illustrated by the system of weekly markets found in many West African countries. Comparable examples of transport hubs can be seen in other regions.

The results from the four small studies in South Africa, Ethiopia, Rwanda and Zimbabwe show there is great potential for such hubs to stimulate integrated transport planning, linking rural and peri-urban areas. An issue of the Forum News of this year focused on the hubs concept in an effort to disseminate the results of the small studies and gain more momentum.

Rural Transport Safety

The issue of rural transport safety had been simmering in the IFRTD network for quite some time, especially in **Latin America**. Until now safety issues in the transport sector have overwhelmingly concentrated on roads, highways and motorised traffic. However IFRTD members, such as Paul Kwamusi from the Uganda Transport Forum Group, have been advocating for more attention to rural transport safety issues, beyond roads. As there is little information available on rural transport safety outside of road safety and accidents, IFRTD has commissioned five case studies to explore the various aspects of rural transport safety more. For more information please see page 7 of this report.

Mobility and Health

This international networked research programme was launched in 2006 when the call for case studies was posted up on our web site and several listservs. The trilingual web site www.mobilityandhealth.org is now live as well. The objectives for this programme are three-folded:

- (1) To increase the understanding of the impacts of mobility constraints on the health and well-being and issues of poor people in different developing country contexts;
- (2) To develop tools that will enable transport professionals to include holistic health impact assessments and mitigation measures in the planning, design and implementation of transport interventions; and
- (3) To develop an advocacy programme to sensitise the health sector to mobility and health issues.

The concept note has been shared with several donors and SDC and Sida both are committed to support the project. The core group, consisting of SDC, the Swiss Centre for International Health of the Swiss Tropical Institute, Skat consulting and IFRTD has met several times. During these meetings the terms of reference and overall framework have been discussed in more detail. In the meantime the African Medical Research Foundation and Prisma, a Peruvian health NGO, have been invited to participate in the core group as well.

The concept had been simmering for a while within the network. It is clear for the IFRTD members that transport could have both a positive and a negative impact on poor people's health. Some of these



positive and negative impacts are well known. Others are less well documented. In the context of the need to step up development activity to meet the MDGs, a better understanding of the relationship between transport and health has become a priority. Participants also agreed that the transport sector needs to be proactive in sensitising the health sector to the importance of mobility as a cross-cutting component of health interventions. It has also been agreed that all case studies need to be linked to reducing maternal mortality by 2015 which is one of the most important MDGs.

In January and February of this year we invited researchers to participate in the international networked research. In response to the request for research case studies IFRTD received over 90 proposals from over 34 countries in Asia, Africa and Latin America. The core team was been overwhelmed by the great response, which touched upon many different perspectives and angles of issues relating to health and mobility. The regional workshops were held in Uganda (8-10 August 2006), Indonesia (15-17 August 2006) and Mexico (12-14 September 2006). Facilitated by the Institute for Consensus and Facilitation (www.iifac.org) the workshops were considered a great success as they used a lot of participatory exercises (e.g. World Café) and peer assist methodologies to strengthen the research and build the researchers' capacity. The research guidance manual itself is available through www.mobilityandhealth.org

In terms of advocacy and publications IFRTD has developed a trilingual interactive web site www.mobilityandhealth.org and discussion group www.dgroups.org/groups/mobilityandhealth/. Also brochures have been updated and translated in Spanish, English and French. The web site has been developed in such an interactive way that all researchers and core group members can add their own links, news items, resources and additional literature. During the workshops a demonstration and training was held to familiarise the researchers with this technology.

Finally in order to progress on the advocacy programme component, IFRTD's Executive Secretary presented a paper during the annual forum of the Global Forum for Health Research. Based in Geneva, the Global Forum is a network to promote health research from and by the south, sharing the same values and strategies as IFRTD. Held in Egypt at the end of October 2006, the paper and presentation focused on the networked research approach itself as well as the issues relating to mobility and health. The paper and presentation were well received and a continued dialogue is under way to potentially piggyback the second-year International Symposium to their Forum as theirs attract high-level government officials, practitioners etc. -a great audience to raise awareness on the links between mobility and health.

Gender and Transport

Since publishing *Balancing the Load* and the World Bank Gender Mainstreaming Studies, gender and transport has increasingly been mainstreamed in the transport sector. However there is testimony that gender is still not taken seriously and that decision-makers include gender as rhetoric principles in their guidelines while on the ground these principles are not practiced. The 2004 World Bank research revealed that a gender-enabling environment found in many countries is consistently not translated into practice across the transport sector. Given the strength and explicitness of the commitment to gender in the national frameworks, its absence as a measurable aspect of transport policy can be viewed as a deficit. This deficit is currently visible across the board.

Thus, although the international policy discourse environment is likely to result in developing countries including gender in their policy frameworks, it does not necessarily lead to systematic integration of gender into the transport sector. Some countries were found to incorporate general statements on the consideration of gender in transport policy frameworks or project planning documents. However, in many cases this use of gendered language is likely to be as a result of the interaction with international donor agencies and is done in order to get funds. Rarely were these statements being translated in action.



Auditing is, therefore, necessary to ensure the integration of gender at the meso, macro and micro level. Members of GATNET as well as IFRTD have been brainstorming on putting together a proposal on a gender watchdog or audit programme. In the new strategy gender equality in the transport sector is one of the top priorities of IFRTD internally as well as externally. In 2007 we intend to develop a gender audit programme with the involvement of GATNET members.

Transport and the Elderly

Population ageing is one of the most significant demographic trends affecting the globe today and nowhere is this trend most noticeable than in the developing world. Ageing will also increasingly feature as one of the major social policy problems for the developing world. It is a problem which is unlikely to be resolved by the policy thinking of the higher income economies, economies that have different social arrangements and greater financial resources to manage the problem. It is also unlikely that the conceptualisation of ageing developed in higher-income economies will be applicable in the developing world. There is a need to explore the meaning and experiences of ageing in developing contexts and develop new understandings for these contexts. There is also a need to explore the dynamic nature of ageing especially in environments of high HIV-prevalence, rapid urbanisation or migration, where older adults may be engaged in changed household structures, featuring enhanced household maintenance, income generation and childcare or facing increasing isolation. It is important, for Western-based development agencies and governments of developing countries to have a greater understanding of the nature of ageing in developing contexts and be clear what policies can be developed.

Mobility is critical in accessing the range of services and activities necessary for survival. However, the interaction between mobility and the meaning and experience of ageing has not been well explored in development contexts. For example, older persons may be involved in a process of exchange with kin where goods and services are brought to them, or they may be isolated from kin and have to either make strenuous and debilitating journeys to services and activities, or they may be unable to achieve either of these circumstances and simply have to do without that which is necessary for their well being. In addition, poor quality infrastructure and services, affordability and design of vehicles and infrastructure affect the experience of ageing within developing countries and have fundamental implications for how the well-being and quality of life of older people is characterised. IFRTD in partnership with Help Age International and University of East London has developed a proposal to do networked research on the topic to help increase the knowledge base on this important issue.

Stimulating Change

The Secretariat has worked with national networks to stimulate change in policy and practice in different national and regional contexts.

In **Africa** the Regional Coordinator has been supporting the activities of a newly registered network called Uvumbuzi Africa. This network aims to promote cycling as a sustainable initiative in Kenya. Through networking with the Regional Coordinator the network has been put in touch with key contacts in government, Bicycle Empowerment Network, Peace Peddlers and UN-Habitat. Uvumbuzi are in the process of developing a strategic plan which will form a basis for its advocacy strategy.

In **Latin America** the Colombia NFG has engaged with the Departamento Nacional de Planeación (DNP; Ministry for Planning), to present their ideas for collaboration. The DNP responded positively to this and requested the network to help them write a policy document on rural transport, which is very much needed to face the different challenges in Colombia's rural areas. The document is known as CONPES (Consejo Nacional de Política Económica y Social –National Council of Social and Economic Policy). A draft has already been shared with the DNP. This successful meeting was the



result of a few years of lobbying and building their credibility through different activities nationally and internationally, with the support of regional members and IFRTD as a whole.

In **Asia** the Regional Coordinator has engaged with the Ministry of Railways and Transport of Sri Lanka and recently been requested to comment on the National Transport Policy draft. This request was done in recognition of the role IFRTD plays in the region and also the inputs the Regional Coordinator has provided to government organisations in Sri Lanka.

Evaluating Performance, Governance & Strategy Development

Evaluating Performance

One of the main recommendations that came out of the 2004 evaluation was that IFRTD needs to develop a Monitoring and Evaluation system to assess our performance. The evaluation itself used a methodology called outcome mapping. Outcome mapping focuses on changes in the behaviour of people, groups, and organisations with whom a program works directly so called boundary partners. To test the applicability of outcome mapping for IFRTD, 2006 was used to carry out a small pilot in Latin America.

The NFGs in Colombia, Argentina, Brasil and Peru had monitoring meetings organised and attended by the Regional Coordinator. The rest of the LA executive committee members monitored themselves during the regional meeting in September. Listed below are some of the highlights of this pilot project using outcome mapping:

- 1) For 'older' NFGs, the methodology has allowed them to look at their past activities and value them as instruments that have contributed toward influencing their boundary partners. By doing so, it has helped them to institutionalise the memory of the NFG as well as validate their impact over time.
- 2) The methodology has also helped them to organise a strategic advocacy plan with the aim of influencing a boundary partner and organise activities within their reach. 'Their reach' means here the non-visible contribution of members to promote rural transport, e.g. time, experience, expertise, communications, contacts, services, financial resources locally obtained, etc.
- 3) In the participating countries it allowed NFG members to build on group dynamics by talking face to face. This type of encounter triggered a lot of positive energy in the group, which in turn contributes to the coherence and growth of the NFG.
- 4) The methodology seems more appropriate for NFGs than for active members. This is not a definite statement but just rather an observation from the pilot experience. By coincidence, active members who are part of the LA executive committee couldn't take part fully of the pilot.
- 5) The methodology itself has allowed new NFGs to be clear about who could be an NFG member and who to rather be considered a boundary partner.
- 6) The methodology is strongly recommended to be used by other NFGs. It allowed them to put their attention on people rather than only on 'objects'. It also allows them to see that influencing is something gradual rather than the overnight result of an activity.

Strategy Development and Governance

A lot of our time and resources during 2006 were spent on developing the new strategy 2007-2011. It was an intensive year-long consultation and the IFRTD principles of non-hierarchical, democratic and participatory networking were applied to the process itself as well as in the new strategy document.



The first six months of 2006 were used to carry out (telephone) interview with all the different categories of membership: donors, NFGs, multi-and bi-lateral agencies, academics, (active) members and civil society organizations. The interviews focused on IFRTD's focus, target audience, resources, membership, structure and governance and monitoring and evaluation (mainly based on the recommendations of the evaluation). This was an extremely useful exercise and has generated new strategic ideas about membership, structure etc. as well as reflection on old ones. All interviews were then compiled into matrices which were used as the basis for a draft strategy document including the main strategic priorities and parameters. This draft strategy was used as a basis to take forward to the regional governance meetings. One day of these regional meetings was set aside for strategic planning and facilitated by strategic consultant Bruce Britton. After this consultative process the document was further developed and shared with the members of the EC who adopted it during the Executive Committee meeting in November in London.



SDC's Thomas Zeller and DRC NFG member Chinamula Idesbald signing the strategy document

The main objective is for IFRTD to become an independent entity, integrate an M&E system into our work, as well as strengthening the lobbying and advocacy capacity of the NFGs in order for changes at policy level to materialize. The document is available through <http://www.ifrtd.gn.apc.org/new/about/strat.php>. The next stage, which already began at the Executive Committee meeting is to operationalise the strategy. With funding from Sida IFRTD is able to carry out a capacity assessment to ensure that we can make the new strategy a reality. The capacity assessment will start in February 2007.

Maintenance & Resources

Hosting

Currently a workable Memorandum of Understanding between Practical Action and IFRTD's donors drafted. The Executive Secretary is managed by the Programmes and Policy Director of Practical Action and the Secretariat is considered a 'programme' within Practical Action. In light of the new strategy however IFRTD will become its own legal entity. A detailed plan needs to be developed and research done which is partially covered by the Capacity Assessment Study funded by Sida.

Changes to the London Secretariat

At the beginning of 2006 the part-time Office and Project Coordinator position changed into a full-time one. This was due to the fact that extra funds became available combined with additional savings in the core budget (such as for example a 50% rent reduction). The role of the job has also somewhat evolved and Simon Chouffot has now taken on more project management responsibilities and is a coordinator for the Strategic Planning Process.

IFRTD also decided not to renew the contract for the part-time fundraising consultant. Since its creation in 2004 the role has not yielded any major results or breakthrough in fundraising and it was therefore decided to reallocate this budget line partially to contract short-term fundraising consultants in the regions. This is also in an effort to further decentralise fundraising.

Finally the Regional Coordinator for West Africa, Bamba Thioye, left the Forum at the beginning of 2006. During the semi-annual Secretariat meeting held in London in May 2006 the team interviewed



five qualified candidates (four internal from the IFRTD network which is recognition of the potential and commitment of the members to IFRTD). The team identified the internal candidate from Cameroon as the strongest and Guy Kemtsop started in September 2006 as the new Regional Coordinator.

Fundraising

We are pleased to report that a third core donor, gTKP, has come on board. They will complement SDC and Sida as core supporters to the Forum, each party donating between 25% -38% of and to IFRTD's core budget. The World Bank has supported IFRTD with USD\$ 25,000 which was spent on the workshop on transport indicators in South Africa and which yielded some small resources for core funding.

SDC approved an initial and second-phase investment of USD\$ 100,000 and USD\$ 80,000 respectively for the Mobility and Health International Networked Research project while Sida has approved USD\$ 400,000 to the initiative for the entire two-year period. This is in addition to Sida's core funding which was approved through a one-year extension of the current contract, which ended in December 2005. Sida approved the Makete Study as part of its non-core funding commitment to the Forum for 2006. Sida has also agreed to fund the Just before the Christmas break Sida also approved a new 4-year agreement for core funding 2007-2010 as well as non-core funding for the Mobility and Health programme 2007 and 2008.

DFID through ESRC has approved the Children and Mobility project which will yield some small project funding for the Secretariat.

SDC also approved a proposal to develop a Networked Research Manual.

The following proposals were rejected:

- A programme on Climate Change and Transport in Latin America (Development Marketplace, World Bank);
- Rebuilding after the Tsunami (European Union);
- Supporting the Latin American Network (CYTED)

Other ideas, which are or will be developed into project ideas and/or concept notes, are:

- A comparative look at the rural road management systems in Asia with a view of developing guidelines for implementation;
- A programme on Rural Safety; which has started by commissioning four small studies in the regions
- A programme on Mobility as a Human Right;
- A second phase of the Poverty Watch Programme for the Governance and Transparency Fund (a new fund to be set up by Dfid)
- Communication and Information-sharing in West Africa.

CHALLENGES

Resource mobilisation

Although we are pleased with gTKP's support as a third core supporter, the main challenge is mobilisation of funding for the period beyond 2006. A contract has been signed with SDC to support the Secretariat until 2007 and SDC has, in principle, expressed a commitment to fund the Secretariat for another three years beyond 2007. Sida extended their three-year agreement 2003-2005 throughout 2006 which included core funding and funding for the Makete Study and Mobility and Health programme. In addition, Sida has approved a new four-year agreement for core 2007-2010 as well as a two-year commitment to Mobility and Health as part of the non-core. gTKP has appointed IFRTD as



the work stream champion for rural transport and IFRTD will be doing contractual work for them for the first quarter of 2007.

Resources are also required to support the new ideas generated by the work of the network in the past years, and to support information products that can enable the network to share information more widely.

In light of imminent autonomy IFRTD will use 2007 to diversify its funding base including an additional core donor.

Aligning IFRTD's agenda with international/donor priorities

The IFRTD Evaluation team recommended that IFRTD aligns its agenda with that of the Committee for Sustainable Development, the MDGs, and PRSP processes within the countries. The Secretariat has examined this recommendation carefully and already developed processes to link transport to the wider development agenda. For example the Mobility and Health programme will demonstrate close links between transport and maternal health issues. In addition most of our publications and information products (such as web site, Forum News) now liaise strongly with the MDGs. The Poverty Watch programme has been specifically focusing on engaging civil society with transport investments and how to make the sector more pro-poor oriented. It is true that funding is very much linked to these agendas and events. However, IFRTD will also continue to set its own agenda as much as following one and will use its energy, time and resources accordingly.

