



**International Forum for Rural Transport and Development**

**Annual Report 2005**

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

## Abbreviations and Acronyms

ADB	Asian Development Bank
CIDA	Canadian International Development Agency
CoP	Communities of Practice
DANIDA	Danish International Development Agency
DFID	Department for International Development (UK)
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) during the year 2005. 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 greater than the sum of the activities of the Secretariat.

The report will follow the format of the Semi-Annual Report 2005 report 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 following the evaluation, such as the last Executive Committee Meeting (ECM) and Strategy Development Workshop.
- **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, the Executive Committee and the Forum Network.

## 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. It brought together a total of 31 participants drawn from six countries (Vietnam, Cambodia, India, Indonesia, Sri Lanka and Nepal) and from six regional and international institutions (International Labour Organisation, World Bank, SUSTAN ASIA, Asia Development Bank, Sida and the Clean Air Initiative for Asian Cities). The host country, Sri Lanka, was represented by the Ministry of Transport, Department of National Planning, Ports Authority, National Transport Commission, Centre for Poverty Analysis, Practical Action South Asia and the Lanka Forum for Rural Transport and Development (LFRTD).

The workshop provided opportunities for the Bank to engage with a number of Asian transport professionals who have been working on developing transport indicators in their countries. Facilitating this dialogue enables IFRTD to bring the perspectives of developing country transport sector professionals to the drawing board and provide the TUDTR with a 'reality check'. The West Africa workshop had to be postponed until Mid-March 2006 but will be jointly organised by IFRTD, TUDTR and SSATP.

## 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 has been contracted by SSATP to develop and implement a methodology for Rapid Assessment of Rural Transport Services (RTS). The purpose is 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.



This was a four-month assignment that commenced in April 2005 with a d-group discussion among the team members regarding the methodology of the assignment. A four-day planning workshop was held in the same month in Ethiopia. The workshop brought the core-team plus four researchers (identified from the IFRTD network), one each from Tanzania, Zambia, Cameroon and Burkina Faso. Upon completion of their studies a final workshop was organised in Nairobi in August 2005 to review the results. Peter Njenga IFRTD's East and Southern Africa Regional Coordinator took part in both workshops.

The results of the study were shared and disseminated at the SSATP Annual General Meeting held in November in Bamako, Mali. Both the Executive Secretary and the Regional Coordinator for West and Central Africa attended this meeting which proved to be a good opportunity to strengthen relationships. It was agreed that IFRTD and SSATP would organise a joint workshop in the beginning of 2006 with the objective to share and disseminate the results of the RTS study more widely. In addition there was a discussion on working more closely with SSATP in general.

## **International Focus Group on Rural Road Engineering**

IFRTD has been having discussions with the International Focus Group on Rural Road Engineering (IFG) since mid 2003, when IFRTD's Executive Secretary attended the IFG meeting in Colombo. The Regional Coordinators for Asia and West Africa have also represented IFRTD at IFG meetings, and Mr Mahinda Samerasekera, the former Chairman of the Lanka Forum, is a member of the IFG committee. IFRTD sees IFG as a network focused on rural road engineering, complementary to IFRTD's broader agenda. Laurent Kyombo, the Executive Secretary of the IFG, has been in close consultation with the IFRTD Executive Secretary on matters relating to networking and hosting. As IFG's hosting arrangement with Transport Research Laboratories ran out mid-2005, Mr. Kyombo has returned to Tanzania and has since been coordinating the network from the Tanzanian Roads Agency (TANROADS). It is no secret that DFID would like to see IFG to forge closer ties with IFRTD or even become a part of it. IFRTD is in principle willing to dialogue with IFG on collaborative options but respects IFG's independency and autonomy until their board has made a decision to initiate such discussions.

## **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. Several of gTKP's Southern partners are already members of IFRTD and its NFG. 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 in principle 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 is in the process of being signed and will be a great addition to Sida and SDC's support.



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 it has submitted a concept note on Transport Hubs (see Generating Ideas for more information), and a concept note for a Francophone Waterways Forum. In addition, at IFRTD’s invitation, gTKP attended the Executive Committee meeting and facilitated a session on their progress and activities in 2005. In their turn, gTKP has invited IFRTD to its Annual General Assembly to be held in Tunis on 28<sup>th</sup> February and 1<sup>st</sup> March 2006 to facilitate a session on Accessibility and Inclusion as well as report on rural accessibility and IFRTD’s activities in general. Since it is hosted by the African Development Bank it will be a good opportunity to start exploring opportunities for closer collaboration with the bank.

For more information on the depth areas and gTKP in general please visit [www.gTKP.org](http://www.gTKP.org)

## **Practical Action (formerly ITDG) – Improving Access to Services**

The Secretariat’s links with Practical Action’s Aim 3 – Improving Access to Services- were extended to Latin America by facilitating a joint workshop on ‘Community Participation in Transport Management’ in Peru in April 2005. An EC Block Grant has co-funded, for the past two years, an international programme that had community participation in transport management as the common issue for all Practical Action’s projects. Practical Action and IFRTD joined together to encourage thinking beyond conventional frameworks, to find creative yet practical ways of building on existing experience and adapting tested solutions to the particular needs of rural communities. The Workshop attracted participants from 14 countries across Latin America, Asia and Africa, representing the breadth of the transport sector from NGO’s to government transport programmes. Select presentations and extensive group work enabled participants to debate issues and share experience of good practice, with field trips to the communities of Cumbe Mayo & Huanico providing focal case studies.

A Forum News, titled ‘Passive Recipients to Active Participants’ was devoted to this programme. It describes various case studies to encourage replication and learning, a gap that was identified by the workshop participants and which needed to be filled. Overall, participants recognised common problems across continents and recognised that the transport sector needs to look externally to learn from other sectors that have already tackled the issue of community participation. Participants committed to various strategies to take the workshop outcomes forward including information/experience gathering and dissemination, networking, and awareness raising activities.

## **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.

Besides a Mobility and Health concept note that was a result of a Transnet workshop and a close collaboration between skat and IFRTD in general, skat's Director also attended the Executive Committee meeting in Stockholm in November 2005. An expert in networks and networking, their Director Juerg Christen presented the latest trends and myths in this arena which will feed into the IFRTD's new Strategy Development 2006-2011.

## Transportation Research Board

Following new strategic directions, the US-based Transportation Research Board (TRB) has forged closer links to the IFRTD. In TRB's desire to mainstream gender to close the gap between policy and practice in transport in developing countries and to maximise Southern representation in the discussion, IFRTD hosted a Virtual Forum in May and June through the GATNET Listserve (Gender and Transport Network). <sup>1</sup>This fed into a round table discussion held in July 2005 in Boston, USA as part of the TRB Committee on Women's Issues in Transportation's mid-year meeting. The round table played an important role in identifying how gender dimensions have been included in particular programmes, sharing the experiences, outcomes and suggesting good practices.

The goal of the TRB Women's Issues in Transportation Committee is to identify emerging women's issues in the use of transportation; define research needs related to these issues; and stimulate, gather, and disseminate relevant research findings. For TRB's annual meeting GATNET and IFRTD members have been invited to submit papers on the importance of access and mobility in achieving the Millennium Development Goals and to participate in panel discussions. One of GATNET's members, Nite Tanzern has been invited by TRB to be a panelist on a session on Gender and Transport. Thanks to Sida's support, IFRTD will be able to sponsor Nite's participation in January 2006.

The Virtual Forum focused on four themes and can be summarised as follows:

- The role of transport in the achievement of MDGs- where it was debated that one of the most significant gender and transport links is the interaction between transport and the Maternal Mortality MDG. One of the members, Professor Grieco, highlighted that Maternal Mortality ties the journey foregone into a loss of life index. The transport needs of emergency obstetrics care and the failure to develop these in many developing countries made clear why we need to make link between gender, transport and the maternal mortality MDG;

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<sup>1</sup> The GATNET gender and transport community grew from a research programme on mainstreaming gender into the World Bank's transport sector. The network communicates via an email discussion list hosted on dgroups. See also Listserves on page 11.



- How ICT and technologies play a catalytic role in the support of integrating gender into transport projects for women in developing nations where issues around communication and appropriate technologies for communities in rural, remote areas were discussed;
- Examining policy gaps – how to bridge the gap between transport policy and gender policy and then translating policy into practice which utilized some good pilot studies that have incorporated gender in transport. In general there are some lessons learnt but few good practices.
- Gendered time poverty- the role of transportation in women’s economic empowerment, where issues behind women’s time poverty were discussed. Due to several cultural and social misconceptions, women’s rights to prioritise their time are not considered in transport planning and, in practice, this translates into exclusion from mainstream development.

## Building Partnerships

### REGIONAL

#### International Labour Organisation

Another longstanding partner of IFRTD has been the International Labour Organisation’s ASIST programme in Africa. Recently 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. The proposal has been shared with among others, NRI, ODI, World Bank, gTKP and SDC Tanzania.

IFRTD’s Regional Coordinator for Asia maintains links with ILO ASIST Asia Pacific, which continues to work with the networks in Rajasthan and Indonesia and with IFRTD members in Sri Lanka. ILO ASIST has also been instrumental in exploring further opportunities to set up a network in China. Finally, ILO Sri Lanka has called upon the Regional Coordinator for Asia to hold a workshop on alternative and appropriate Rural Road Surfacing.

In Latin America, ILO is an active partner of IFRTD. It is a member of the regional Executive Committee, which means helping to steer IFRTD in the region and providing advice and support to other members as well as the Secretariat. A regional consultant of ILO actively participated in the workshop -Promoting the Sustainability of Rural Transport Infrastructure with Community Participation in Panamá last year. It then led to strengthening links with



ITDG LA and support their EC Block Grant project in two ways. Firstly by offering a training course on “*Conceptual Aspects of Decentralised Road Management and Transferring Methodologies for the Promotion of Microenterprises for Road Maintenance*“. The course was specifically targeted at the beneficiary communities. Secondly by supporting the international workshop on “*Community Participation in Transport Management*” with relevant printed and electronic materials as well as providing advice on microenterprises for road maintenance which was one of the topics on the agenda.

Two representatives from ILO attended the Executive Committee Meeting in Stockholm. As a co-opted member, Camilla Lema, ASIST Africa’s Senior Technical Advisor and Terje Tesem from ILO Geneva’s Employment Intensive Infrastructure Programme conducted presentations on Knowledge Management and the Makete Study.

## **UNDP Global Environment Facility**

Based on a dialogue the Secretariat had with the Global Environment Facility (GEF) in 2004 IFRTD has been developing several concept ideas with a view to addressing some of the environmental issues in rural transport, and with a view for securing additional funds. The Global Environment Facility is implemented by the UNDP, UNEP and the World Bank. Collaboration must be at the country level, both for the bigger programmes and the Small Grants Programme (SGP). The focus is on lowering green house gas emissions and encouraging environmentally sustainable transport options, including non-motorised transport. The GEF sees that the capacity of governments to implement sustainable transport programmes is limited and is encouraging other actors to become strong counterparts for governments. A priority area is replication, which includes information dissemination and policy influence.

The SGP is meant to support small-scale innovative ideas that contribute to mitigating climate change. In Peru however it was found that during the past three years no resources have been allocated due to lack of projects submitted from communities. One of the reasons NGOs and CBOs hadn’t submitted any proposals is because of their lack of knowledge on climate change issues and its relation to their development needs. A proposal developed by SGP Peru and IFRTD Latin America was submitted to World Bank’s Development Marketplace to help build the capacity of local communities on climate change issues. It particularly focused on issues of access and mobility to meet overall needs taking into account environmental aspects.

## **Other Partners – International**

The Regional Coordinators have also made links with organisations such as Cooperacion Tecnica de Luxemburgo (Luxemburg Technical Cooperation) in Ecuador who showed an interest in rural transport issues provided that the funds are directly given to the communities. The Regional Coordinator for Latin America has also forged links with Spanish-based CYTED, Programa Iberoamericano de Ciencia y Tecnología para el Desarrollo, a programme that provides funding for thematic networks in Latin America. IFRTD has submitted a proposal on behalf of the IFRTD Latin American network, with a Mexican host who is a member of the LA Executive Committee.



In Senegal, the Regional Coordinator has continued dialogue on forging closer links with ENDA, an international NGO and a member of the GEF committee in the country. IFRTD and ENDA have started discussions on what form and shape a regional hosting arrangement would take.

## **GTZ & DANIDA**

Workshops in Nicaragua and Panama, led to a new partnership being established between IFRTD and the DANIDA programme in Nicaragua. DANIDA agreed to host and support several participants to the forum on Rural Waterways Transport in Nicaragua. This was a very successful event to share the results of the Waterways and Livelihoods Programme in Latin America and Spanish (for more information see Sharing Knowledge).

The Executive Secretary also met with GTZ' Transport and Infrastructure Department to explore closer collaboration. GTZ invited their HIV/AIDS focal point and Health Department representative to the meeting as well to share and learn new information. Despite a huge interest to collaborate on various projects and programmes such as transport hubs and transport indicators, it was intimated that GTZ has no or limited flexibility over allocated funds (they are under contract with the German Federal Ministry for Economic Cooperation and Development) and thus no discretion to start new partnerships unless initiated by the Ministry. GTZ expressed an interest in channelling a new Training Manual on NMTs to the south using IFRTD's network and publications. In addition if there was a need identified to train members of our network on how to use the manual GTZ would be willing to do so.

## **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 September and October four regional meetings were held in **India, Rwanda, Burkina Faso** and **Cuba** respectively. These meetings form part of IFRTD's good governance where representatives for the Executive Committee are elected as well as policy recommendations are done for the representatives to take up during the ECM. In addition the meetings are an opportunity to learn and share new information and network at a formal as well as informal level. This year each meeting focused on a particular theme or issue; each one will be described briefly below.

In **India** representatives from China, Pakistan, Cambodia, Indonesia, Nepal, India and Sri Lanka came together to attend a workshop on "*Community Participation for Rural Roads Safety- Awareness & Propagation and Safety Audit*". This is part of the Pradhan Mantri Grama Sadak Yojana (PMGSY) programme coordinated by the Indian's Ministry of Rural Roads. The workshop is a follow-up of recommendations made during an earlier workshop where participants called for increasing community involvement in the planning, monitoring



and implementation of the programme. The inaugural session of the workshop was attended by over 100 participants and had three key presentations.

1. Mr. Zhang Fachun of China on engineering design of rural roads for safety.
2. Mr. Mour Kimsan of Cambodia on community aspects of rural road safety
3. Dr. B.P.Chandrasekhar of NRRDA, India on Rural Safety and Audit on Rural Roads.

One of the main outcomes of the Workshop was to design a safety audit for rural roads. It was proposed to implement this in India under the National Rural Road Agency (NRRDA) for PMGSY programme.

In **Rwanda**, representatives from South Africa, Ethiopia, Kenya, Uganda, Rwanda and Zimbabwe came together to disseminate the preliminary results of the comparative studies on rural transport hubs in selected low and high-density rural settlements. Studies from Ethiopia, Zimbabwe, South Africa and Rwanda demonstrated that high-density situations could provide particular insights that can be used for deliberate interventions in low-density contexts. The objectives of the study were to:

- Catalyze growth and development through improved efficiency of local transport services in rural areas.
- Mainstream use of IMTs in local transport service provision.
- Improve alignment between transport services development and access to key services in rural areas.
- Provide an understanding of how transport facilitates the processes of rural-urban change.

Since then the transport hubs and spokes concept has led to the development of a full proposal to conduct a small pilot in East Africa and new studies in Senegal and India. The proposal was submitted to gTKP.

In **Burkina Faso** representatives from Ivory Coast, Guinea, Senegal, Cameroon, Niger, Togo and Burkina Faso facilitated a workshop on transport indicators to ensure grassroots participation to be used during the follow-up World Bank-funded workshop on Transport Indicators. Each NFG presented an analysis of the national status quo on transport indicators and the capacity and constraints their countries face in collecting, analyzing, storing and using high quality data. It was recommended that a regional centre was needed to harmonise the transport indicators for West Africa; in each country a focal point would be appointed who would be trained in gathering, analyzing and using data in a uniform manner.

In **Cuba**, representatives from Cuba, Colombia, Peru, Mexico, Nicaragua, Uruguay, Argentine, and Panama came together for a three-day meeting in September to be trained in Outcome Mapping. Over a year ago, IFRTD was subject to an external evaluation. The evaluation indicated that IFRTD has demonstrated great success at transforming a significant percentage of the general information seekers into developing more committed relationships with the Forum. The evaluation made a number of recommendations, amongst which, to develop a framework for continuous Monitoring and Evaluation (M&E). *“Much of IFRTD’s value and impact can only be discovered through the anecdotal –stories of individual practitioners and policy makers who have benefited from a workshop or a personal interaction or a report discovered on the website. A monitoring framework such as outcome mapping supports the systematic collection of the anecdotal over time –which then validates the value proposition of the Forum.”*



The Regional Coordinator for Latin America attended a training on Outcome Mapping which would be a very appropriate mechanism for such an M&E system. As part of the workshop members of the Latin American Advisory Committee were trained by an expert from the Overseas Development Institute. Each participant had to select a boundary partner whose attitudes and behaviour they want to influence for policy change or advocacy purposes. Steps and processes of how this is done are documented in a diary. A small pilot with selected members will be tested in Latin America in 2006. If successful the methodology will be tested across the board.

## Listservs

The **ifrtdal** listserv is an active networking tool for the Latin American region. It now has over 200 members and in 2005 over 300 messages were exchanged. As a result of sharing ILO publications, a discussion on gender equality and inclusion in transport programmes was held. In addition, a discussion on safety has led to developing a paper on safety as a human right in Peru on behalf of the Defensoria del Pueblo. Information and advice was also exchanged on a project on Training on Rehabilitation and Maintenance in Brasil. A regional bulletin, *TRANSRURAL, El Boletín del Foro Latinoamericano de Transporte Rural y Desarrollo* was created via the IFRTDAL.

Other lists supported by the Secretariat include the [ruralwaterways@yahoogroups.com](mailto: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](mailto: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](mailto: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. 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 will be set up. 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

Two issues of Forum News were published during this period. One issue on Transport and the Environment is currently with the printer.

**Reconstructing Vulnerability or Reconstruction with Change?** Following the Tsunami disaster in December 2004, the ability of the transport sector to respond to both the immediate and long-term demands of disaster situations has returned to the spotlight. This issue of the Forum News highlighted the issue from the perspective that the prevention of risk should be a key component of disaster rehabilitation. The articles contrasted learning from Hurricane Mitch in 1998 and the Orissa cyclone of 1999, with the approaches emerging in post-Tsunami Sri Lanka today, and we examined the transport sector's ability to balance its awareness of



social issues and long-term planning for sustainability with the need to act immediately. The Forum News concluded by revisiting the proposal for an Access in Emergency network.

**Passive Recipients to Active Participants** This issue of the Forum News documents the need for community participation as a catalyst for sustainable transport solutions, particularly in areas where the needs of vulnerable communities are overlooked. It describes the outcomes of a successful workshop on Community Participation in Cajamarca, Peru and the need to understand how communities can effectively influence policy makers, and how to raise awareness at community level of the importance of planning for maintenance. There are a couple of examples of good-practice case studies to encourage replication and learning.

## Update No.5

A four page update on the IFRTD evaluation was prepared and distributed with an issue of Forum News.

## Website: [www.ifrtd.org](http://www.ifrtd.org)

The website has been redesigned and includes a number of new features, including a news update and a site search tool. The main challenge is updating the pages (several are still under construction) and getting the French website updated. The Spanish website is now up and running. Due to budget constraints, updating the French web site has been postponed.

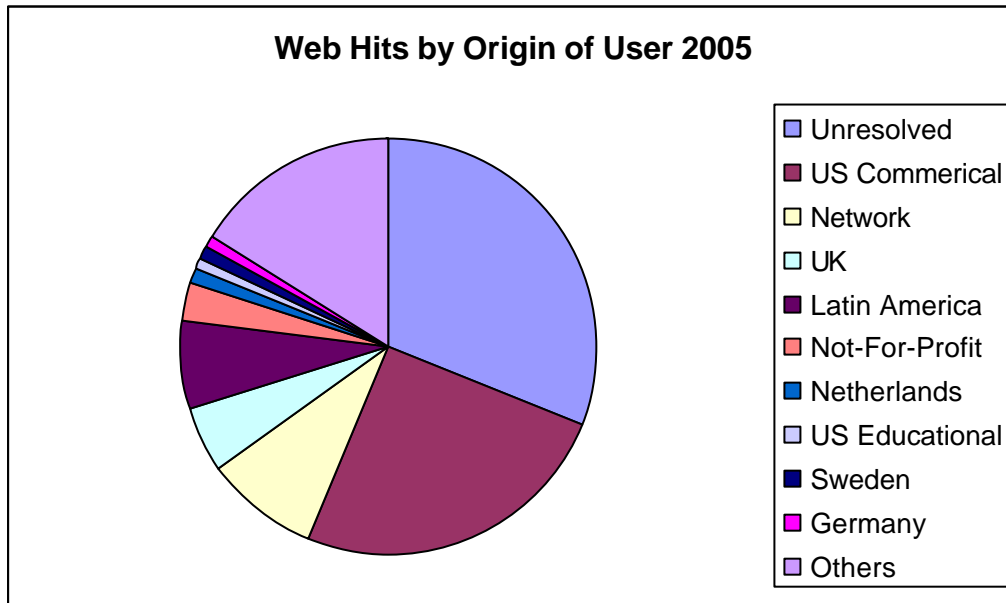
The website has grown both in terms of the content online, but also the number of visitors it receives. The table below provides data on access to the IFRTD website during 2005. The number of unique visitors has been steadily increasing since 2002 when we received an average of 1750 visitors a month.

In 2005 this figure was up to just over 5000 visitors. Most recently, comparing the last quarter of 2004 and 2005, the number of visitors per month increased by around 50% - from an average of 4300 visitors to 6300 visitors.

Summary by Month										
Month	Daily Avg				Monthly Totals					
	Hits	Files	Pages	Visits	Sites	KBytes	Visits	Pages	Files	Hits
Dec-05	2504	1632	722	185	1997	794300	5763	22387	50618	77637
Nov-05	2641	1708	682	207	2386	880664	6239	20486	51252	79237
Oct-05	2895	1955	768	223	2733	976882	6931	23817	60605	89773
Sep-05	1995	1423	459	162	2506	668360	4869	13781	42697	59857
Aug-05	2123	1474	493	158	948	243716	1748	5431	16216	23354
Jul-05	2065	1457	559	187	1971	592376	5811	17355	45194	64017
Jun-05	1721	1201	415	145	2118	432182	4372	12451	36041	51650
May-05	2184	1475	481	170	2336	502208	5300	14932	45736	67710
Apr-05	1691	1169	347	148	2380	449092	4467	10431	35072	50751
Mar-05	1734	1198	370	161	2426	545273	4991	11493	37162	53768
Feb-05	2167	1454	476	179	2357	526994	5024	13341	40714	60679
Jan-05	1923	1270	419	164	2373	414150	5101	12997	39376	59635
<b>Totals</b>							<b>60616</b>	<b>178902</b>	<b>500683</b>	<b>738068</b>



Taking a look at the url's accessed and the pages through which visitors enter the website, it would seem that the Spanish sections of the website are amongst the most popular. Most visited pages include the newsletter (in Spanish, English and French) and the IFRTD and GATNET virtual discussion on gender and transport issues for the development sector. Other frequently accessed urls include 'what is IFRTD?' and 'Project and Activities'. The search strings are quite varied though there are plenty of Spanish searches. Typically they include 'rural transport', 'development', 'animal traction', as well as searches for projects in specific countries.



The above chart shows where our visitors are accessing the website from. Although 30% of users are from an unresolved location (this figure is an improvement from around 40-50% of the total in 2002), we can build up a good picture of the rest. A large number originate from US commercial (.com), Network (.net), non-profit organisations (.org) and UK addresses. There is also a sizeable proportion of identifiable Latin American addresses (particularly Peru) which is consistent with the high incidence of visits to the Spanish language pages.

In order to further promote participation from the South, IFRTD's new strategic plan will include plans to build on the existing network of Southern users especially in Asia and Africa, a first step of which will be the taking the French website live.

Beyond the main website IFRTD administers two other websites dedicated to particular programmes, both of which aim to be a focal point for knowledge and experience, and a portal through which to access people, organisations and further relevant information resources. The first of these is [www.ruralwaterways.org](http://www.ruralwaterways.org) - home to the Waterways & Livelihoods Programme – it aims to promote greater visibility of rural water transport issues. The second is the new Mobility and Health website which will be going live shortly as the programme starts to take shape.



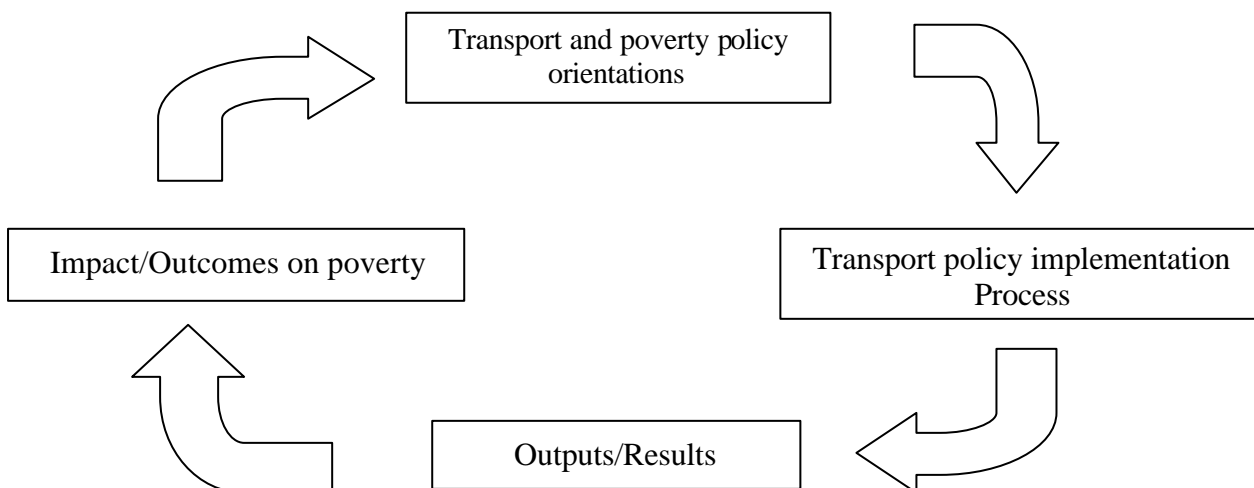
## Poverty Watch

In December a workshop was held to bring to completion a three-year programme called Poverty Watch. The workshop brought together a total of 18 researchers from Africa, Asia and Latin America, who have been taking part in the programme. Poverty Watch was designed as an initiative that would help spotlight key interfaces between transport and poverty reduction and make governments more accountable to their policies and practices. The main objective of the workshop was to develop a transport and poverty reduction monitoring framework, which marked the end of the current phase of the programme that was implemented in 14 countries namely, Cambodia, Indonesia, Nepal, Sri Lanka (Asia), Kenya, Uganda, Tanzania, Zimbabwe (Anglophone Africa), Burkina Faso, Democratic Republic of Congo, Sènègal (Francophone Africa), Nicaragua, Bolivia, and Peru (Latin America). Reports on each participating country are available on our web site.

The main process of achieving the objectives of the Poverty Watch was through mobilising and building the capacity of civil society (network members/NFG) to carry out analytical work on the links between transport and poverty, and to use that knowledge as a basis for policy advocacy in respective countries. An ultimate output of the current phase of the Poverty Watch programme was to develop a framework for monitoring the transport sector policies and implementation processes against the goals poverty reduction.

The Transport and Poverty Reduction Monitoring framework summarises the key fields of interest in transport and poverty linkage analysis. The framework seeks to ensure that the linkages and interdependence between policies, implementation process, outputs and the expected poverty impacts are reviewed and kept in sight. The circular schematic presentation of the process (Figure 1) represents the on-going nature of policy formulation process. This allows for incremental improvements to be made to policy over time to reflect lessons learned as well as changing policy context. Relevant variables and data sets relevant for monitoring transport and poverty are provided both at policy level and implementation level below. The final report will soon be available on our web site.

*Figure 1: Schematic Presentation of the Transport and Poverty Monitoring Framework*



Some of the other ‘side-effects’ of the programme have been remarkable:



In **Sri Lanka** a proposal for rural road classification has been prepared which was a direct result of the Poverty Watch programme.

**Zimbabwe** produced a policy brief entitled: "*Pro-poor Transport Policy, Meeting the Challenge in Zimbabwe*". This has been uploaded on the Poverty Watch website alongside other Poverty Watch Country Reports.

**Tanzania** has been preparing for a district and ward level workshop for local stakeholders. One of the objectives of the Tanzanian Forum Group under the Poverty Watch Programme is to disseminate the country's policies and strategies at various levels in Tanzania.

**Uganda:** Under Poverty Watch, NFG Uganda has been producing a quarterly newsletter - Forum News.

**Kenya:** Poverty Watch continued to support the NFG/KENDAT partnership in developing advocacy platforms on transport at the local level (Community parliaments). A number of "Poverty Watch Days" have been held.

## **Waterways and Livelihoods**

A regional workshop was held in Bluefields, Nicaragua, at the end of October. The workshop was part of the International Waterways and Livelihoods Programme and attracted participants from community level organizations through to local government across the region. Unexpected participants also included the Vice-Mayor of Bluefields who stayed to join in discussions after giving his welcome speech, and the Director of the local Port Authority who joined the workshop after meeting participants on their field trip. International participants from Uganda, the UK, and Indonesia shared the findings of the IFRTD's Waterways and Livelihoods Research programme (2002 – 2003), which have now been fully translated into Spanish.

Over four days workshop participants explored the state of rural water transport in Latin America, highlighting key issues and the potential for change. Small group work maximised opportunities for all participants to share their experiences and forge new collaborative partnerships. While field trips to waterway dependent communities put workshop discussions into context. Interesting points of debate included the positive and negative impacts of regulations on small boat users, how to influence policy makers, the context of decentralisation, and environmentally and economically viable boat technologies, in particular the potential for introducing Longtail and diesel engines in Latin America (Longtails are already in use in Peru as the Peque Peque).

Participants made personal commitments to take the issues discussed forward in their work and to form a Community of Practitioners interested in issues of rural water transport in Latin America.

## **Other knowledge sharing activities**

- The workshop on Community Participation in Transport Management was truly a bilingual workshop in English and Spanish representing three regions: Latin America, Africa and Asia. Participants shared information and learned from each other's experiences. The workshop evaluation was positive and encouraging. Recommendations in the form of thematic and non-thematic ideas were grouped under research, capacity building, policy, dissemination and sustainability areas.



- The workshop in Sri Lanka on Transport Sector Monitoring Indicators shared knowledge about how such indicators were being developed within countries and institutions in the region.
- The Asia Regional Coordinator, Ranjith de Silva, presented a paper on IFRTD at the latest PIARC meeting in Cambodia. While appointed a working group member of Rural Roads and Accessibility Ranjith de Silva did a presentation on the Toolkit for Sustainable Rural Road Maintenance.
- The Regional Coordinator for Latin America, Ana Bravo, presented a paper on IFRTD at the latest SLUAT meeting in Peru. SLUAT is the Latin American Society of Environmental Units in the Transport Sector. The presentation was a great success since networking is an underdeveloped concept within SLUAT. The two organisations are looking for ways for closer collaboration.
- The newly established NFG in Rwanda has launched its own web site as well as a new resource centre in Kigali to disseminate and share more information.
- Copies of the information products are distributed at every opportunity.

## 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, as a result of networking and the workshops held during this period.

### 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. The 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. The proposal has been submitted to the British government and would use IFRTD's network to share information. In West Africa the Regional Coordinator, in collaboration with the fundraiser, has developed a proposal to conduct networked research around the issue of children and their mobility concentrating on the promotion of IMTs and road safety combined with access to education.

### 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.

The Regional Coordinator for Latin America, in collaboration with the GEF SGP, has submitted a proposal to the World Bank's Development Marketplace to build the capacity of local communities on mitigation of climate change issues, particularly issues of access and mobility to meet their developing needs taking into account environmental aspects. The project expects to influence the existing platform for reducing poverty on such issues.

### **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. A full proposal has been submitted to gTKP to set up a small pilot in East Africa while similar studies would be conducted in Senegal and India.

### **Micro-enterprises and Road Maintenance**

The process of developing micro-enterprises for rural road maintenance in order to stimulate local economies and reduce poverty, are often taken over by large contractors. This was an issue that was raised at the Latin American meeting on Promoting the Sustainability of Rural Road Infrastructure. It again came up as a recommendation during the workshop in Peru but only seems to have generated interest in a regional context.

### **Mobility and Health**

This international networked research programme was launched late 2005 when the call for case studies was posted up on our web site and several listservs. Logos and a template for [www.mobilityandhealth.org](http://www.mobilityandhealth.org) have been developed and are attached in Annex 1. 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.

This concept note was shared with several donors and SDC committed to support the project with an initial capital of USD 100,000. IFRTD has also developed a full proposal for Sida which is currently considering this request as part of the non-core funding for the next funding cycle. An initial meeting of the core group, consisting of SDC, the Swiss Centre for International Health of the Swiss Tropical Institute, skat consulting, IFRTD and representation from the South took place in September. During this meeting the terms of reference and overall framework were discussed in more detail. In the meantime the African Medical Research Foundation has been invited to participate in the core group. IFRTD is also extending this invitation to other southern-based health organisations to ensure equal representation on the core group.

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 addition a concept note has been developed for the next phase of HIV/AIDS and transport which plays a particularly important role along the main transport corridors in East and Southern Africa. In collaboration with Council for Scientific and Industrial Research in South Africa and NFGs in the region the project will assess and help develop participatory responses of communities living alongside the corridors.

## **Transport and Safety**

Transport related accidents constitute one of the principal causes of death in developing countries. In general, fatalities are higher in developing countries than in industrial countries. Transport accidents in developing countries cost 1% of the Gross National Product per annum. Typically, 40-50% of the fatalities in Asia, Africa, Latin America and Middle-East are pedestrians, users and operators of NMTs. These generally constitute the poorer and most vulnerable members of society and therefore members of the IFRTD network have identified several transport and safety themes to be developed into a concept note and, later, into a proposal.

In addition, the issue of transport safety is increasingly becoming an important concern for the sectors of transport, health and finance. The concern arises from loss of assets, human resources, social security and pressure exerted on the public health budget. It is important that the problem of transport safety is therefore addressed in all its dimensions and that even the less well articulated areas of risk are brought into national transport safety auditing systems.

The networked research programme would commission small-scale country case studies that can illuminate previously unacknowledged areas of concern. Implementation of the proposed



case studies will help further enhance transport sector's safety and social responsibility strategies.

The themes to be considered include:

- 1) Safety standards and enforcement in inland waterways.
- 2) Safety standards, regulations and rights for non-motorised transport users and operators
- 3) Transport safety for school walking children in rural areas.
- 4) Transport and safety considerations for the elderly and disabled,
- 5) Security against crime for passengers and operators of transport services

During the ECM it was decided that a full networked research proposal on rural safety would be developed by the Secretariat in 2006.

## Stimulating Change

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

### Progress on Community Parliaments in Kenya

Building on the *Community Parliaments* that were initiated four years ago through a KENDAT, IFRTD, ILO-ASIST, Practical Action and other stakeholders collaborative Rural Transport Services Project for Kenya, meetings have been held to discuss and plan actions on matters pertaining poverty reduction in general and transport-related interventions in particular in Kenya.

Meetings started in the various localities in December 2004 and since then various workshops have been organised to gather input of other stakeholders, such as local government representatives, NGO and CBO representatives and private companies with an aim of soliciting their participation in the Programme initiatives.

The key outputs of these workshops are:

1. The *Community Parliaments* initiatives gained immense publicity as a result of the stakeholders' workshops that were attended by representatives of the community, private sector, government and non-governmental organizations.
2. The *Community Parliaments* were able to engage stakeholders in healthy discussions that created an understanding of what each of the stakeholders are doing and how they could partner with the *Community Parliaments* in poverty reduction and transport projects.
3. The *Community Parliaments* were left with lists of stakeholders, many of whom made commitments for partnership and support. This has created a concrete basis for follow-up by the *Community Parliaments*.

There have been two major impacts of these workshops. Firstly, existing poverty reduction and transport projects in the localities where the workshops were held now have more support from across the range of stakeholders. More resources have already started flowing into the projects as a result of the commitments made by various stakeholders.



A national stakeholders meeting was also organised that brought together stakeholders from the various localities and include others at national level especially senior government officials, such as, Ministers, Permanent Secretaries, Departmental Directors and Members of the National Assembly who have substantial influence on projects being implemented at the grassroots and the policy change processes. This is a forum that is envisaged to lead to initiation of more poverty reduction and transport-based interventions partnerships between *Community Parliaments* and other stakeholders at national and local levels.

### **National Rural Roads Programmes in India and Sri Lanka, Sri Lanka**

Building on the presence of the workshop on Transport Indicators, Lanka Forum for Rural Transport and Development (LFRTD) organised a public seminar on the “National Rural Roads programmes of India and Sri Lanka” in Colombo. Presentations were done on the Indian Prime Minister’s Rural Roads Programme (PMGSY), on the Sri Lanka National rural road programme and on a Community-Managed Rural Roads project, coordinated by ITDG. As a result of this seminar the Road Development Authority of Sri Lanka, Practical Action and the LFRTD are drafting an appropriate plan for the Sri Lanka National Transport Programme.

## **Evaluating Performance, Governance & Strategy Development**

The major evaluation on IFRTD showed some great results. Carried out in 2004 to coincide with the final year of IFRTD's five year strategy and the end of one of its core funding cycles, the evaluation sought to assess the continuing relevance of the IFRTD mission and mandate, its effectiveness in functioning as a network, and its impact and sustainability.

The evaluation team found a mature network that they believe to be among the most effective and efficient networks to have emerged from the development field of the 1990's. Working to a relatively limited budget IFRTD has functioned effectively by developing its own methodologies and structures.

Six key recommendations for the IFRTD emerged from the evaluation, which need to be addressed in the next Strategic Plan:

**1) Consolidation and expansion** – IFRTD has much to offer the international development agenda, including a broad constituency that can synthesise the social implications of rural transport development for a wider development audience. IFRTD's 2006-2011 strategy should seek to build upon its existing influence within the transport sector and engage with these new audiences and the new international indicators for poverty reduction such as the Millennium Development Goals and Commission for Sustainable Development.

**2) Share organisational experience** – The IFRTD has valuable operational experience: the stability and effectiveness of its small, decentralized Secretariat; the application of its 'scaling up' strategies; its introduction of social issues to a predominantly technical sector; and the development of its Networked Research methodology.

**3) Monitoring and evaluation** – The Secretariat needs to establish an ongoing system of monitoring and evaluation to systematize the gathering of anecdotal evidence.



**4) Beware network drift** – IFRTD's value rests in its ability to represent its constituents. As IFRTD has expanded, the evaluation notes a natural drift with members which requires some fine tuning of member relations.

**5) Strengthen and advance donor relations** – IFRTD should seek new and additional champions for its work within the core donor group. In particular IFRTD should continue to work with the global Transport Knowledge Partnership (gTKP) initiative of DFID. For the TKP to succeed it must live up to its goals of building upon and bridging existing networks.

**6) Continue to address hosting issues** – The Evaluation team recommend that IFRTD continues with its current hosting relationship with Practical Action. However, the relevance of the relationship needs some work.

In 2005 IFRTD managed to build on two specific recommendations. At the end of the year gTKP came on board as the third core supporter and the Latin American network is setting up a small pilot to establish a monitoring and evaluation system using the same outcome mapping methodology as the evaluation team did.

The recommendations of the evaluation were also used as a basis for the Strategy Development Workshop which formed part of the ECM held in Stockholm at the end of November. As you may know IFRTD's previous strategic plan ended in December 2005 so this workshop marked the beginning of the next strategic planning cycle 2006-2011. Strategic consultant Bruce Britton facilitated the workshop and will be leading the process which will conclude at the next Executive Committee meeting in November 2006. The one-day workshop highlighted some of the key issues that will form the basis for strategic plan for 2006-2011. Participants felt that the strategic process should focus on IFRTD structure, membership definitions and communication and financial sustainability.

In general the ECM is the main 'good governance' body within IFRTD's structure and in 2005 Sida agreed to host the event. This year a wide number of participants from various bodies attended the meeting and the following strategy workshop. Besides the entire Secretariat, two NFG representatives per region (eight in total) had been elected through the regional consultative process to report and account for activities in the past year as well as feed into the Executive Committee decisions. A nominated representative from GATNET was also invited to ensure participation from IFRTD's Communities of Practices and the wider membership. ILO ASIST's Camilla Lema and IFRTD's chairman, Paul Starkey, represented the co-opted members on the Executive Committee, whilst Greg Beeton from ITC represented both our hosts Practical Action and ITC. From the donor side DFID, Sida, SDC and Skat took part in meeting and to complete the picture we were joined by representatives from the global Transport Knowledge Partnership and ILO who shared their valuable experiences and expertise. This broad based participatory approach helped to ensure that a wide variety of views informed the Executive Committee's decisions which will guide IFRTD's work for the next year as well providing an essential mechanism for up- and downwards accountability.

The Agenda for the ECM included, amongst others: IFRTD Evaluation, hosting arrangements, regional progress reports, programme reports, Secretariat reports and budgets, rural transport trends and developments, and the next funding cycle.



## Maintenance & Resources

### Hosting

The hosting arrangement has now been resolved and 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.

The concerns about the costs of VAT and taxes which have arisen as a result of the sub-contracting of the hosting arrangement to ITC have been solved. IFRTD is exempt of paying VAT with the exception of paying VAT and taxes on the ITC management fee. This has saved IFRTD over £40,000 in annual costs.

There are, however, some concerns still remaining, mainly about whether the proposed arrangement will restrict IFRTD's capacity to raise funds, especially since, unlike energy, transport is not a priority area in the Practical Action strategy. The interest of the Aim 3 team (Making Services Work for the Poor) to collaborate with IFRTD is not yet reflected in the discussions emanating from senior management and the marketing divisions of Practical Action. This constrains the ability of IFRTD to develop a more holistic relationship with the host organisation, and restricts the collaboration to administrative and financial matters. The issue of hosting needs to be taken up as part of the new Strategy Development.

In the interim a dialogue is underway to develop a Working Principles document to outline roles, responsibilities and collaboration between the host, ITC and IFRTD. Fundraising, finance and administrative issues will be addressed in this document.

### Changes to the London Secretariat and the core budget

#### Changes in the UK office

After more than two years, the full-time Office Coordinator/Administrator, Anita Wiafe, left in May 2005 and upon completion of a review of the budget and workload the position was replaced by a part-time Office Coordinator, Simon Chouffot, who started in July 2005. If IFRTD is successful in procuring more project and programme funding, there is potential to develop the position into a full-time position again. This would imply that the nature of the job would evolve and more project management tasks absorbed.

IFRTD's former Executive Secretary, Priyanthi Fernando, has moved to Sri Lanka and is now the Executive Director of the Centre for Poverty Analysis (CEPA). IFRTD's Regional Coordinator for East and Southern Africa took over as the acting Executive Secretary from February to May until the new Executive Secretary, Marinke van Riet, took over in May 2005..

Marinke joins IFRTD after more than six years as the Program Officer for Africa for the New York-based Trickle Up Program. She was responsible for managing a network of more than 60 nongovernmental organisations (NGOs) and community-based organisations (CBOs) in Eastern, Western and Southern Africa. Trickle Up is engaged in micro-enterprise development in Asia, Africa and the Americas through networks of local organisations. Through networking, training workshops, technical and financial assistance, communication, field offices, regular visits and an intensive strategic planning process, Marinke provided technical



oversight and capacity building to the network partners and entrepreneurs. She also has significant experience working with various foundations and multilateral institutions including the World Bank, the United Nations Development Programme and several international NGOs.

## **Fundraising**

We are pleased to report that a third core donor, gTKP, has come on board in 2005. 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 still has USD 25,000 to spend on one more workshops on transport indicators in West Africa in 2006, after having spent USD 25,000 on the workshop in Sri Lanka. SDC approved an initial investment of USD 100,000 into the Mobility and Health Networked Research project.

The following proposals are under consideration by the various donors/partners (listed in parenthesis):

- Core Proposal (Sida)
- Mobility and Health: an International Networked Research Programme (Sida);
- A second phase of the HIV/AIDS programme in East and Southern Africa, called Safe Transport Corridors (Sida);
- A small Phase 2 of the waterways and livelihoods proposal already developed and presented to the Leverhulme Trust and the Netherlands DGIS (World Bank);
- Revisiting the Makete Approach, a Rural Transport programme in Makete, Tanzania that ran in the eighties and which had major impact on the design of subsequent integrated transport programmes (Sida);
- A two year programme for investigating the concept of Transport Hubs (gTKP);
- A programme on Mobility and Children's Rights (DFID);
- 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;
- A programme on Mobility as a Human Right;
- A programme on Reproductive Health Rights and Accessibility in collaboration with PRISMA, a health NGO in Peru;
- A second phase of the Poverty Watch Programme;
- 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 for a further three years from 2005-2007 and a proposal for core funding and three concepts is currently under consideration by Sida. Resources are also required to support the new ideas generated by the work of the network in the past years, and to information products that can enable the network to share information more widely. Based on past, present and/or regional interests and collaboration the Secretariat has approached GTZ and DANIDA. While in principle interested, GTZ's hands are tied while DANIDA encouraged IFRTD to explore more initiatives at the regional level, such as the rural waterways in Latin America. NORAD and Ireland AID will be approached in 2006 for project and/or programme funding. Discussions are also underway to focus more on regional fundraising for the regional activities. An overall fundraising plan should be part of IFRTD's new strategic plan.

### **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. 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.

APPENDIX: Logos Mobility and Health

