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**IFRTD REGIONAL MEETING: EASTERN  
AND SOUTHERN AFRICA**

***MAIN REPORT***

**21<sup>ST</sup> -23<sup>RD</sup> JULY 2003,**

**Casa Nola Conference Center,**

**Pretoria, South Africa**

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## **1.0 INTRODUCTION**

The 2<sup>nd</sup> annual regional meeting for Eastern and South Africa was held from 21<sup>st</sup> to 23<sup>rd</sup> July 2003, in Pretoria South Africa. The meeting was held in conformity with the IFRTD's decentralization strategy that intends to establish regional secretariats in Franco-phone and Anglophone Africa, Asia and Latin America, while the secretariat in London continues to focus on core corporate activities. Ultimately, it is foreseen that regional activities of the network will be anchored within institutions based in the respective region by 2004/2005.

The Pretoria meeting was attended by 18 people, consisting of the following:

- 6 representatives of existing NFGs - Kenya, Uganda, Tanzania, Zimbabwe, South Africa and Rwanda.
- 2 representatives from potential NFGs in Ethiopia and Zambia.
- 4 team leaders for the Transport and Poverty project.
- 1 representative of the Gender and Transport Project.
- 5 institutional representatives from ILO-ASIST [Africa], ITDG [East Africa], CSIR, National Productivity Institute [South Africa] and National Department for Transport [NDOT].

A full list of participants can be found in annex 6.0, page 36

The objectives of the meeting were:

- (i) A review of progress in network activities, with a focus on the Transport and Poverty Project.
- (ii) Production of an annual work plan.
- (iii) A review of progress towards improved NFG Governance
- (iv) Review of progress in decentralization, with a focus on hosting arrangements
- (v) Representation to the Advisory Committee meeting.

A particular issue of focus in the meeting was the work on transport and poverty, currently being implemented in 4 countries in the region.

The meeting was opened by Mr. Siphon Khumalo, the deputy director general of Department of transport and closed by Phil Hendricks, the director of Transportek division of CSIR.

## **2.0 HIGHLIGHTS OF PRESENTATIONS BY PARTNER ORGANISATIONS**

### **2.1 ILO-ASIST Africa**

#### ***Background***

ASIST-Africa focuses on capacity building and poverty alleviation through:

- Holistic local level investment planning and employment-intensive infrastructure approaches promotion of Integrated Rural Accessibility Planning (IRAP) tool as a tool for local level planning in relation to access.

ASIST held the mid-term review meeting for the on-going phase with partners in March 2003, and the following major challenges emerged:

- Widening the scope of its activities (i.e. mainly going beyond the roads sub-sector) and taking employment intensive strategies to scale,
- Strengthening collaboration and networks with partners at national, regional and international levels, and
- Creating more links with activities/actors on the ground as a way to depart from the presently perceived "touch-and-go" approach.

To meet the challenges above, ASIST needs to strengthen collaboration with implementing partners are pursuing similar objectives.

**Table 1: ILO-ASIST/NFG Collaboration.**

<b>Country /NFG</b>	<b>Collaborative activity</b>
Tanzania NFG and IFRTD/ESA secretariat	Proposal for a study on <i>Improvement of Rural Access and Mobility in Tanzania: A Path Tracking Study of Lessons and Experiences from Institutional and Community Empowerment Approaches</i>
Uganda NFG and Ministry of Local Government	Proposal developed for " <i>Mainstreaming IRAP Into Local Level Planning Process in Uganda</i> ".
Kenya NFG, KENDAT, ITDG	Ongoing collaboration in infrastructure works through the Rural Transport Services (RTS) project phase II.
South Africa NFG, CSIR	Training Proposal for " <i>IRAP: Education and Training of Government Officials &amp; Politicians in the Limpopo Province</i> ".
Zimbabwe NFG	Planned joint-dissemination of findings of the impact study on selected access interventions implemented in Chipinge and Zaka rural districts between 1998 and 2002.

***Other potential countries Collaborative projects with IFRTD/NFG***

Rural access improvement activities are covered in other countries like Malawi and Ethiopia where NFGs are yet to be formed. It is important at this juncture for the ESA Secretariat to initiate and/or continue dialogue with potential and active players in rural travel and transport in these countries so that the respective NFGs are formed soon

For example, ASIST and partners in Malawi have planned to conduct the "*Study of Local Level Planning Systems and the Application of Integrated Rural Accessibility Planning (IRAP) in Malawi*" during August-September, 2003. This can bring up lessons worth sharing and disseminating through the IFRTD networks, as Malawi has the first hand experience in systematic application of IRAP in Africa

**ANIMAL TRACTION NETWORK FOR EASTERN AND SOUTHERN AFRICA (ATNESA)**

- Founded 13 years ago
- Regional coverage: Eritrea to South Africa and beyond
- Affiliates: TADAP, ENAT, APNEZ, SANAT, UNATCA, Zambia DAP, Namibia DAP,, WAATN, IFRTD, ACT, FAO, RELATA etc.

**Events relevant to IFRTD [in the last year]**

**Making knowledge networks work for the poor (November 2002: ITDG Rugby**

*Purpose: demo more effective communication strategies for making knowledge networks on technology work for the poor.*

**Mitigation of HIV/AIDS impact through agriculture and rural development:**

Case studies and future developments

Hosted by

Human Science Research Council

(HSRC)

Pretoria, South Africa  
27 – 29 May 2003

### **Objectives**

- Summarising the impact of HIV/AIDS on farm/households and communities (setting the frame for mitigation)
- Sharing knowledge and experiences on evidence based successes and problems or gaps
- Analysing the lessons learnt and developing recommendations for best practises (household, community, institutional (extension services, markets, etc.) and policy level
- Initiating of and committing to future action plans (further research, programme proposals, networking, broader stakeholder involvement etc.

### **Next Steps...**

- Establish conceptual approaches and models to mobilise resources for complementary non-medical interventions
- Link the HSRC forum with other networks, from community, to institutions, to policy
- Join efforts with SADC, NEPAD (linking HIV interventions to agriculture and marketing)
- A lobbying group was formed.
- Follow-up meeting for next year, following the lobbying efforts rest of this year.

### **Opportunities to exploit**

- HIV/AIDS mitigation through rural transport interventions (Steering committee headed by HSRC – Pretoria), proposal to SIDA
- 3<sup>rd</sup> World Congress on Conservation Agriculture: Nairobi (and Arusha), 2005 – Rural transport and marketing services – under NEPAD umbrella
- Established agriculture and transport community forums for food security (Kenya localities) – elements of farming (FFS), infrastructure, transport management / regulation (boda boda), IMT advancement and marketing structures

## **2.3 THE ROLE OF TRANSPORT IN MEETING NEPAD'S OBJECTIVES.**

Transport is one of the enablers in meeting NEPAD's objectives of growth, poverty reduction, regional integration and increased trade.

NEPAD provides a framework for:

- Sharing information within different networks
- Creation of seamless society in the context of globalization
- A catalyst for continental thinking while seeking to localize solution

Challenges for NFGs vis-à-vis NEPAD

- Localizing NEPAD's Transport strategy
- Mainstreaming poverty concerns within NEPAD's transport strategy
- Anchoring NEPAD's vision among ordinary citizens
- Ensuring that Africa's reality is being analyzed with honesty.

## **3.0 IFRTDS REGIONAL AND INTERNATIONAL ACTIVITIES AND WAY FORWARD**

This section gives a very brief highlight of IFRTD's activities that were highlighted at the meeting, and some the recommendations that arose:

### 3.1 Eastern and Southern Africa Improving Mobility Workshop

This workshop was held in Morogoro Tanzania, between 20<sup>th</sup>-23<sup>rd</sup> January, 2003. It brought together key stakeholders from Africa and beyond to help tease out problems and possible solutions for developing transport services in the context of "low-density" situations obtaining in many rural areas in Africa

The Morogoro workshop recommended four themes for further work. Table 1 below gives a view of the themes, and the recommendations on way forward from the regional meeting.

**Table 2: WAY FORWARD FROM IMPROVING MOBILITY WORKSHOP**

ISSUE IDENTIFIED IN MOROGORO	RECOMMENDATIONS FROM REGIONAL MEETING
Mainstreaming the principles of participatory stakeholder involvement in transport sector planning processes	This is being addressed through the transport and poverty work, as well as in programmes by partner institutions like ILO ASIST, ATNESA, ITDG, CSIR, etc. <b>Action:</b> <i>Increased sharing of experiences on good participatory practices in transport sector ILO ASIST and Ethiopia to take a lead in this.</i>
Further elaboration of the concept of Rural Transport Hubs as a strategy for developing efficient and integrated transport services in low-density contexts	There is need to develop this concept fully. CSIR working on some projects that partially apply the concept. <b>Action:</b> <i>Incorporate this in 2003/04 work-plan: Mac to take the lead on producing a written output on this</i>
Developing a strategy for up-scaling IMT projects and catalyzing massive adoption/critical mass in order to reduce unit prices	Some work to promote IMTs has been going on in Kenya and Uganda. <b>Action:</b> <i>Kendat and NFG Uganda could move this issue forward based on their ART projects.</i>
Adoption of regulatory frameworks that can improve efficiency and safety of multi-modal transport system	This theme could be incorporated in all the other themes above as a cross-cutting concern.

### 3.2 HIV/AIDS and Transport project

The project has finally received funding from DFID KAR programme. Mac Mashiri of South Africa shall manage it. The various details shall be finalized soon and the partners involved informed. The component comprises of a desk study on HIV/AIDS linkages.

**Actions:**

- Establishment of linkages with the SIDA regional office in Lusaka that is coordinating all work related to HIV Aids in the region. (Pascal, Mac and Peter)
- The work should also pay attention to HIV Aids along rural tracks and small towns(trading nodes)

### 3.3 Inland Waterways Project

Inland Waterways project funded by DFID has been completed. Since not all countries were involved in the study, NFGs were encouraged to integrate the findings and compare them with those of the participating countries. The findings could also serve as a basis for new proposals

**Action:** Pursue work on safety in Lake Victoria. (Peter and Paul Kwamusi to follow-up with SIDA's Lake Victoria Management Programme)

### 3.4 Transport and Poverty project.

The four countries, Zimbabwe, Tanzania, Uganda and Kenya presented their country reports on transport and poverty. In the regional meeting, each country prepared a plan on how they intend to use the reports. Summary presentations can be found in annex 4.0, pages 20-32.

In respect of the reports, the following outputs were achieved in the meeting.

- (a) A general outline of generic attributes of pro-poor transport policies
- (b) An outline of ways in which each NFG would utilise their reports to influence respective national policies.

Table 2 below gives a summary of the meeting considered the key characteristics of a pro-poor transport policy, while table 3 provides an outline of how individual NFGs intend to use their country reports:

**Table 3: Attributes of pro-poor transport policies**

I.	Policy and programme formulation must be participatory
II.	Must underscore a partnership approach involving the public sector (policy, regulatory) private sector (esp role of SMEs in transport provision) and civil society (advocacy and monitoring)
III.	Must be gender mainstreamed
IV.	Must be sectorally integrated
V.	Must have an explicitly articulated poverty focus/should be anchored in anti-poverty strategies.
VI.	Must have an empowering strategy
VII.	Must underline the importance of transport means and services that used by poor.
VIII.	Must provide a regulatory framework that safeguards interests of the poor and reduces externalities that impact on the poor (accidents, displacements, HiV AiDs etc)
IX.	Must have long-term approach to rural and urban infrastructure investments and sustainable maintenance
X.	Must distinguish between transport services and infrastructure development (in rural and urban areas)
XI.	Must give proper directions in respect of work executions (e.g., labour based or equipment based)

Way forward with the transport and poverty work

**Table 4: Way forward with country reports**

COUNTRY	WAY FORWARD
Tanzania	<ul style="list-style-type: none"> <li>▪ Prepare a paper for the Annual Roads Convention, November 2003</li> <li>▪ Prepare resource materials for use in the legislators' workshop, April 2004</li> </ul>
Kenya	<ul style="list-style-type: none"> <li>▪ Paper to feed into the National Transport Policy being developed</li> <li>▪ Work to be integrated with KENDAT's work on Transport and Agriculture</li> </ul>
Uganda	<ul style="list-style-type: none"> <li>▪ Integrated relevant findings in the NFG's Transport and agriculture marketing work</li> </ul>
Zimbabwe	<ul style="list-style-type: none"> <li>▪ To feed into the national transport policy</li> <li>▪ To feed into transport planning course at the University of Zimbabwe</li> </ul>
<b>Other actions</b>	
<ul style="list-style-type: none"> <li>▪ Produce a synthesis paper to be developed as a product for wider dissemination.</li> <li>▪ Formalization of plan for the next phase of the project, including e-mail debate</li> </ul>	

## **4.0 DECENTRALISATION AND GOVERNANCE**

### **4.1 Hosting arrangements:**

A cautious approach was recommended. The Regional Co-ordinator was asked to explore the following options in order of priority:

- Develop Terms of Reference for the host institution, and the desired synergies between the host, the secretariat and the network as a whole.
- Explore the possibility of hosting by existing NFGs through competitive bidding or any other transparent process.
- Engage in exploratory talks with partner institutions, especially those that have already expressed [often-qualified] interest, among them CSIR, ITDG [E.A] and Scientific and Industrial Research and Development Council [SIRDC], Zimbabwe.
- Explore possibilities of setting up a formal regional office
- Advertise widely for potential hosts.

***Action: These options will be elaborated in a paper on decentralization being prepared for the Advisory Committee meeting.***

### **4.2 Representation to the Advisory Committee meeting:**

The meeting set out the following criteria for representation at the advisory committee meeting:

- Gender balance
- Regional balance between East and Southern Africa
- Representation should be by active NFGs.
- A rotational system suggested: One region to represent for 2 years consecutively while the other region sends a new representative every year to foster a sense of involvement in international issues among all NFGs

***Action: South Africa to represent Southern Africa sub-region for 2 years [2003 and 2004], while Tanzania will represent Eastern Africa in 2003. The representative for Eastern Africa in 2004 to be selected at the next regional meeting.***

### **4.3 NFG governance:**

The following guidelines for NFGs affiliation to IFRTD were endorsed

- NFG's Aims and Objectives should be consistent with those of the global network
- While legal status is discretionary, some instruments of accountability and democracy, e.g., a constitution, should provide a governance framework for NFGs.
- NFG's should hold at least a general assembly once a year where work-plans are presented
- Should have a Governance body with clear mandates and defined tenures for office bearers.
- Should have open membership, a minimum of 10 individual and 5 institutional members.
- Should be committed as a core principle, to sharing information through.
- A conflict resolution mechanism should be embedded in the constitution

In addition, the meeting made the following recommendations:

- NFG should make quarterly reports to the R.C.
- Regional Coordinator to monitor NFGs through visits, at least once a year
- Regional Coordinator should report to a representative regional committee [This was not actually set up]

## **5.0 FUNDRAISING**

Fundraising at the regional level has not been very successful, despite a good number of proposals being prepared. NFGs were encouraged to actively seek ways of financing their

activities either by linking to government projects or leveraging using on the basis of existing projects, for example transport and poverty.

## 6.0 VENUE FOR THE NEXT REGIONAL MEETING

Two venues were proposed Ethiopia and Rwanda. The regional coordinator would consult the two country NFGs or representative to arrive at a decision.

## 7.0 SUMMARY REGIONAL WORK PLAN

### TRANSPORT AND POVERTY WORK

COUNTRY	WAY FORWARD
Tanzania	<ul style="list-style-type: none"> <li>▪ Prepare a paper for the Annual Roads Convention, November 2003</li> <li>▪ Prepare resource materials for use in the legislators' workshop, April 2004</li> </ul>
Kenya	<ul style="list-style-type: none"> <li>▪ Paper to feed into the National Transport Policy being developed</li> <li>▪ Work to be integrated with KENDAT's work on Transport and Agriculture</li> </ul>
Uganda	<ul style="list-style-type: none"> <li>▪ Integrated relevant findings in the NFG's Transport and agriculture marketing work</li> </ul>
Zimbabwe	<ul style="list-style-type: none"> <li>▪ To feed into the national transport policy</li> <li>▪ To feed into transport planning course at the University of Zimbabwe</li> </ul>
<b>Regional Secretariat</b>	
<ul style="list-style-type: none"> <li>▪ Produce a synthesis paper to be developed as a product for wider dissemination.</li> <li>▪ Formalization of plan for the next phase of the project, including e-mail debate</li> </ul>	

### WAY FORWARD FROM IMPROVING MOBILITY WORKSHOP

ISSUE IDENTIFIED IN MOROGORO	RECOMMENDATIONS FROM REGIONAL MEETING
Mainstreaming the principles of participatory stakeholder involvement in transport sector planning processes	<p>This is being addressed through the transport and poverty work, as well as in programmes by partner institutions like ILO ASIST, ATNESA, ITDG, CSIR, etc.</p> <p><b>Action:</b> <i>Increased sharing of experiences on good participatory practices in transport sector ILO ASIST and Ethiopia to take a lead in this.</i></p>
Further elaboration of the concept of Rural Transport Hubs as a strategy for developing efficient and integrated transport services in low-density contexts	<p>There is need to develop this concept fully. CSIR working on some projects that partially apply the concept.</p> <p><b>Action:</b> <i>Incorporate this in 2003/04 work-plan: Mac to take the lead on producing a written output on this</i></p>
Developing a strategy for up-scaling IMT projects and catalyzing massive adoption/critical mass in order to reduce unit prices	<p>Some work to promote IMTs has been going on in Kenya and Uganda.</p> <p><b>Action:</b> <i>Kendat and NFG Uganda could move this issue forward based on their ART projects.</i></p>
Adoption of regulatory frameworks that can improve efficiency and safety of multi-modal transport system	<p>This theme could be incorporated in all the other themes above as a cross-cutting concern.</p>

## TRANSPORT AND HIV AIDS PROJECT

- Ensure high quality and timely outputs
- Establishment of linkages with the SIDA regional office in Lusaka that is coordinating all work related to HIV Aids in the region. (Pascal, Mac and Peter)
- The work should also pay attention to HIV Aids along rural tracks and small towns(trading nodes

## COLLABORATIVE ACTIVITIES WITH ILO ASIST

ACTIVITY	RESPONSIBILITIES
Completion of a Proposal for a study on <i>Improvement of Rural Access and Mobility in Tanzania: A Path Tracking Study of Lessons and Experiences from Institutional and Community Empowerment Approaches</i>	Tanzania NFG and IFRTD/ESA secretariat and ILO ASIST
Proposal developed for " <i>Mainstreaming IRAP Into Local Level Planning Process in Uganda</i> ".	Uganda NFG/Ministry of Local Government/ESA Secretariat/ILO-ASIST
Planned joint-dissemination of findings of the impact study on selected access interventions implemented in Chipinge and Zaka rural districts between 1998 and 2002.	Zimbabwe NFG
Dissemination of the IRAP Malawi study	ILO ASIST/IFRTD Secretariat
Strengthen Collaboration between Ethiopia network and ILO Access project	ILO ASIST/IFRTD

## NFG DEVELOPMENT AND GOVERNANCE

- NFG should make quarterly reports to the R.C.
- Regional Coordinator to monitor NFGs through visits, at least once a year
- Regional Coordinator should report to a representative regional committee
- Support the establishment of a Forum Group in Ethiopia

## DECENTRALISATION AND GOVERNANCE

### **These are different options that will be explored (in order of priority)**

- Develop Terms of Reference for the host institution, and the desired synergies between the host, the secretariat and the network as a whole.
- Explore the possibility of hosting by existing NFGs through competitive bidding or any other transparent process.
- Engage in exploratory talks with partner institutions, especially those that have already expressed [often-qualified] interest, among them CSIR, ITDG [E.A] and Scientific and Industrial Research and Development Council [SIRDC], Zimbabwe.
- Explore possibilities of setting up a formal regional office
- Advertise widely for potential hosts.

## **FUNDRAISING**

- Continue building on existing relations through dissemination of work by NFGs
- Leverage fund on the basis of existing projects, for example transport and poverty.