



**International Forum for Rural Transport and Development**

**4<sup>th</sup> IFRTD EASTERN AND SOUTHERN AFRICA REGIONAL  
MEETING.**

**GORILLA HOTEL, KIGALI, RWANDA**

*Hosted by*

**Forum Rwandais Pour le Transport Rural et el Développement**

## TABLE OF CONTENT

<b>1.0</b>	<b>INTRODUCTION</b>	<b>4</b>
1.2.	Planned outputs from the meeting	5
<b>2.0</b>	<b>INTRODUCTION TO RURAL TRANSPORT HUBS CONCEPT</b>	<b>5</b>
2.1	COUNTRY CASE STUDIES	7
2.2	Zimbabwe case study	7
2.4	Rwanda Case Study	9
2.5	Ethiopia case study	11
2.5	South Africa case study	11
2.6	Synthesis of key issues from the hub studies	15
2.6.1	Value/advantages of rural hubs	15
2.6.2	Disadvantages of hubs	16
2.6.3	How can IMTs be promoted in rural hubs	16
2.6.4	The role of Government in stimulating and promoting hubs	16
<b>3.0</b>	<b>SECRETARIAT REPORT</b>	<b>16</b>
3.1	Funding Situation	16
3.2	Mobility and Health International Networked Research.	16
3.3	IFRTD's Evaluation and Strategic Planning Process	16
3.4	Outcome mapping: A method for monitoring and evaluating IFRTD	17
<b>4.0</b>	<b>REPORT ON REGIONAL PROJECTS</b>	<b>17</b>
4.1	Study on Makete Integrated Transport Project	17
4.2	Lake Victoria Transport Improvement project	18
4.3	HIV AIDS and Transport corridors Phase 2	18
<b>5.0</b>	<b>REPORT FROM PARTNER ORGANISATIONS</b>	<b>19</b>
5.1	UN Habitat - Brian Williams	20
5.2	SUSTRAN AFRICA	20
5.3	ILO/ASIST - AFRICA	20
5.4	Global Transport Knowledge Partnership [gTKP]	21
5.5	Discussion points on partnerships	22
<b>6.0</b>	<b>REPORTS FROM NFGS.</b>	<b>23</b>
6.1	South Africa	23
6.2	Tanzania	23
6.3	Kenya	24
6.4	Ethiopia NFG report	24
6.5	Rwanda National Forum Group	24
6.6	Uganda National Forum	25
6.7	Zimbabwe National Forum Group	25

### List of Figures

Figure1:	Conceptual linkage of hubs and satellites	12
Figure 2:	hubs and satellites and their linkages	13
Annex 1:	Opening address:	27
Annex 2:	List of Participants	29
Annex 3:	Agenda	30

## 1.0 INTRODUCTION

The 4th IFRTD regional meeting for Eastern and Southern Africa took place in Kigali Rwanda, 26th-28th of September 2005. The meeting was hosted by the Rwanda Forum for Rural Transport and Development.

The meeting brought together representatives of IFRTD affiliated national networks from Rwanda, Uganda, Kenya, Ethiopia, Tanzania, Zimbabwe and South Africa. ILO ASIST Africa and UN Habitat attended as partner institutions.

The meeting was opened by Secretary General, Ministry Of Infrastructure, Mr. Nsanzumuganwa Emmanuel. In his speech, the Secretary General underscored the role that transport infrastructure and services play in poverty reduction efforts and in particular, the strategic role of rural transport in development of agriculture in rural areas, where the bulk of the population lives. This is well articulated in Rwanda's national poverty reduction strategy, as well as in the long-term national development framework, vision 2020. [The full text of the secretary General's speech can be found in annex 1]

The Kigali meeting had a thematic focus on the concept of "*Rural Transport Hubs*". IFRTD network members in the Eastern and Southern Africa [ESA] region are developing a programme of work that applies the concept of transport hubs as a tool for coordinating rural and peri-rural access planning. The concept of rural transport hubs is particularly useful within the framework of local-level planning and service delivery.

Generally, rural transport hubs are to be found in the rural market centers and nodes of commercial activity. Transport hubs develop as points of multi-modal traffic convergence, interchange and dispersal. They are characterised by a continuum of transport services and modes operating at various levels [short distance/medium/long distance], capacities [low-volume/high-volume], speeds and purposes [passenger/freight].

Planning for effective transport hubs implies focusing on interventions that lead to increasing the volumes of competitive transport services, facilitation of inter-modal linkages, provision of appropriate infrastructure for various modes, and importantly, synchronization of transport with other service delivery activities.

In the Kigali meeting, the discussions on rural transport hubs were guided by an overall framework presentation on the concept, supported by 4 case studies from Zimbabwe, South Africa, Rwanda and Ethiopia.

Summaries of these presentations and subsequent discussions are presented in this report.

Apart from the theme on rural transport hubs, the meeting also discussed various international and regional programmes being implemented by IFRTD, the funding position and the plans for the coming year. NFG representatives were also able to discuss progress that they had made in the previous year, and the key challenges they faced. There were also presentations from partner organisations, ILO-ASIST, UN Habitat and global Transport Knowledge Partnerships [gTKP]. Summaries of these are also available in the text of this report.

Overall, the meeting provided a good opportunity for sharing, networking and learning among IFRTD members and the representatives of partner organisations.

## 1.2. Planned Outputs From The Meeting

- Increased insights into operations and structure of "rural transport hubs" and the potential to use the concept as a planning framework for transport services between rural hinterlands and market/service centres
- Identification of critical national, regional and international networking challenges facing IFRTD's membership
- Identification of priority activities in the region and strategic partnerships to advance identified issues in 2005-06
- Networking and strengthening partnerships

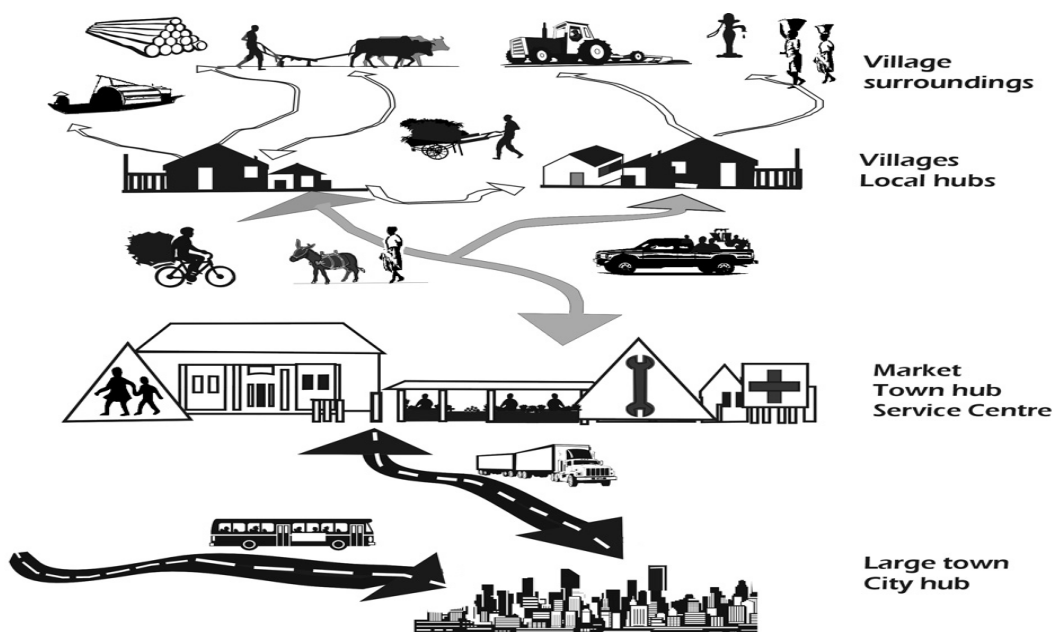
[The meeting agenda can be found in Anne 3]

## 2.0 INTRODUCTION TO RURAL TRANSPORT HUBS CONCEPT

Paul Starkey introduces the concept of rural transport hubs, through a presentation on "**Hubs, networks and people**". The presentation illustrated that the concept of hubs can be applied to characterise the structure of transport, organisation of businesses [from production, through various levels of distribution and onto consumption, as well as in organisational structures including networks.

In regard to transport hubs, the presentation highlighted the following:

- [i] Transport systems tend to operate from **hubs** of different size and scale
- Main village [with primary school, small health centre, small market]- with "spokes" to outlying homesteads, fields and to:
  - Market town with secondary school, large health centre, large market0 with spokes to villages and to:
  - Regional town 9with college, hospital, commercial area trading center0 with spokes leading to market towns and to
  - City with university, hospital, industrial area



© Paul Starkey

- [ii] How do transport hub to develop?
  - Development of transport termini, such as bus stations, railway stations and ports
  - Existence of markets.
  - Provision of public and private sector services such as health, education, banks etc
  - Availability of a scarce resource such as water, food aid, construction activity.
  - Social and cultural events such as religion and sports
  - Transport infrastructure such as junctions, ferries, bridges etc.
  
- [iii] Activities at transport hubs
  - A variety of formal and informal transport services
  - High diversity, specialisation and complementarity of transport types
  - Transport synergies create a virtuous cycle of transport
  - Informal [and formal], temporary support services for transporters and passengers
  - Growth and Diversification of Transport hub
  - With growth and crowding, possible competing hubs established and/or legislation to restrict growth.
  
- [iv] How to model a transport hub.
  - Prepare a model with nodes and vectors
  - Ascribe properties to nodes [e.g. type of settlement, population, health characteristics, social and economic factors]
  - Ascribe values to vectors [e.g.,] type of road, average road speed, passability, wiggle factor]
  - Use model to predict effects of different service interventions [e.g., ambulance, fire services etc] changes in infrastructure, licences for rural transport operators etc.
  - Identify disadvantaged and underprivileged areas
  - Predict likely growth areas
  
- [v] Limitations of the hubs model
  - Transport networks never follow perfect" hierarchies
  - Strip development does not conform to the model
  - Villages connect to other villages
  - Some villages connect to provincial towns directly [not passing through small towns]
  - Some villages exist along transport corridors
  
- [vi] Conclusions:
  - Hub and spoke model is extremely useful;
  - Hub and spoke model is compatible with corridor models
  - With Transport infrastructure and transport networks, hub and spoke models must be linked to peer-to peer [village-village]networking and the potential for multiple, overlapping networks
  - Hub and spoke model can be used to develop planning models to help prioritise and optimise infrastructure and services [public and private]
  - One need to be aware of invisible hubs and spokes
  - User perspectives are important. Their views of the model maybe different.

## **2.2 COUNTRY CASE STUDIES**

### ***2.1.1 Introduction to the country case studies***

Mthokozisi Sidambe from Zimbabwe introduced the four pilot case studies from Ethiopia, Rwanda, Zimbabwe and South Africa. The case studies were very small in scale, and they were intended to provide some general insights on the operations of rural transport hubs in selected rural settlements in the 4 countries. The studies were meant to focus on the modal composition, functions, integration, cost structure and infrastructural needs associated with different means of transport found within a local hub.

## **2.2 Zimbabwe case study by Tatenda Mbara**

### ***2.2.1 Zimbabwe National Context***

Since 1980, Zimbabwe has laid a heavy emphasis on rural development. Among the past measures implemented include

- Provision of rural infrastructure through the Rural Service Centre and Growth Center polices
- Rehabilitation and improvement of primary, secondary and district feeder roads
- Resettlement of landless people

However, the progress made in rural areas have been eroded by the current economic crisis, and the effects of “murambatsvina”, which has targeted at clearing informal sector settlements and activities throughout the cities and towns of Zimbabwe.

The rural transport hubs study was carried out in two areas, namely Dema and Juru. The methodology consisted of literature review, meetings with Rural District Council [RDC] officials and Focus Group Discussions.

### ***2.2.2 Selected hubs***

**Dema** is a small, low population density market hub which has been designated as a growth point, with a population of approximately 400 people. Dema is a predominately rural area, 40 kilometres from the capital city of Harare. It is linked to Harare through a two lane highway, which also acts as a link with other areas in the Southern Eastern parts. Vegetable production is the main economic activity in the surrounding hinterlands.

**Juru** is a high density rural service centre in a predominantly rural district, 52 Kilometres from Harare, with a population of approximately 550 people, crop, vegetable & livestock production are the main activities in the surroundings hinterland.

The main economic activities at the two hubs include formal employment in the civil service, wholesaling and retailing market gardening, firewood selling and sand abstraction etc

### ***2.2.3 Key findings***

- In both cases horticultural products consisting of vegetables and tomatoes are grown within the hinterland of the growth point and these are transported to the rural hubs.
- In the case of Dema, vendors walk to buy these products from growers whose gardens are located very close to the growth point.
- At Juru, the vegetables are brought to the centre by a variety of transport means, which include head loading, pick up trucks, scotch carts, wheelbarrows and bicycles. Juru is also used to consolidate farm produce destined for Harare and other markets.
- There are “night entrepreneurship” activities that take place at both hubs. These include firewood selling and sand abstraction, the latter being more prevalent at Dema. While at

Dema, firewood is delivered at night using scotch carts; at Juru women clandestinely bring the firewood in wheelbarrows during the early hours of the morning.

***Main trip purposes in the hubs and hinterlands***

- Selling agricultural produce (vegetables, green mealies, milk).
- Buying household goods.
- Buying goods for resale – Business people from the lower order centres buy their goods from the wholesales at Juru.
- Selling naturally grown commodities such as firewood and wild fruits.
- Attending political meetings
- Payment of taxes
- Communication - imparting or getting information.
- Education
- Health Care
- Work (formal employment)

***A high level of inter-modal co-existence and complementarity involving:***

- Conventional buses,
- Pick up trucks,
- Scotch carts,
- Bicycles and wheelbarrows.
- There is also a high proportion of people who walk to the rural service centre and some walk for distances of up to 15 kilometres.
- IMTs are playing a significant role in the hubs. The commercial use of wheelbarrows and pushcarts is prevalent at Juru. Unlike other IMTs which can be used to carry goods in the hinterland, pushcarts and wheelbarrows are mostly confined to the hub. They carry goods from shops to the terminus as well as goods brought to the centre by buses and pick to their respective destinations.
- The hubs are used to consolidate farm produce destined for Harare and other markets.
- In Juru access to social services is from the hub into the hinterland unlike most of the livelihood-based trips which originate from the hinterland with their destination at the hub
- There are high risks of *HIV and AIDS* in the hubs. Both hubs provide entertainment in the form of nightclubs. Most of the clients who patronize these nightclubs at Dema are from Harare. At Juru, the majority of patrons are heavy goods vehicle drivers who may be Zimbabwean or citizens of Malawi, South Africa and Zambia. Respondents at Juru expressed concerns on the existence of a network of commercial sex workers who entertain long distance drivers.

***Is complementarity of transport modes being supported?***

- Both operators of motorized transport and intermediate modes of transport expressed concern on the poor state of infrastructure. The roads and paths used by these modes of transport are not maintained. In terms of the provision of infrastructure, intermediate means of transport are not recognized by the respective Rural District Councils.
- The study has also shown that walking is prevalent. Invariably, walking is not regarded as transport. The study has revealed the predicament of patients failing to access the hospital due to a flooded river. The question can be raised as to whether a conventional bridge is required to enable patients access the hospital?

***Conclusion***

The conclusions can be summarised as follows:

- Agriculture and informal trading are the livelihood activities undertaken at the hubs and hinterlands. These activities need to be supported by transport.

- The hub and spoke concept is relevant particularly to Juru where links with the hinterland are very strong. The strong hub-hinterland links are related to the types of economic activities. Juru is an agricultural hub whereas Dema is a peri-urban hub.
- Generally, rural road infrastructure is in a poor state and increases transport operational costs as well as discouraging potential operators from deploying their vehicles.
- Intermediate modes of transport play an important role to bring goods from the hinterland to the hub. However, there is need to institute policies that support IMTs both in terms of their provision as well as providing the necessary infrastructure.
- Rural hubs, depending on their locations may precipitate the HIV and AIDS menace. Rural hubs near cities can encourage prostitution as they are used as “hide outs”. Hubs along major trunk roads plied by cross border vehicles equally encourage prostitution, which may result in the spread of HIV and AIDS.
- If hubs are to be highly accessible, concerted efforts to improve infrastructure for IMTs including walking are required. Most rural communities do not benefit much from infrastructure dedicated to motorized transport and the need to promote the development and maintenance of local infrastructure and IMTs is imperative. For instance, the construction of low cost footbridges at appropriate sites would greatly improve accessibility for rural folks.

## **2.3 RWANDA CASE STUDY BY FRANCINE RUTAGENGWA**

### **2.3.1 Background:**

- Rwanda is one of the smallest African countries, with a 26,338 square km surface area. It has 8.3 Million inhabitants, with a density of 317 per square Km, the highest in Africa.
- Rwanda is a predominantly rural economy [90% of the population is rural], with subsistence production being the main form of livelihood.
- The country is mountainous and landlocked, accessing the sea through the Northern Corridor, a distance of 1800 km between the Port of Mombasa and Kigali, and the Central Corridor, a distance of 1600 km between Dar Es Salaam and Kigali.
- Walking and headloading are by far, the most frequent and the most important means of transport in the rural area.
- The fact that Rwanda is a hilly country makes use of bicycles difficult. Bicycles are mainly limited to less hilly regions in the Center, East and South of the country.

### **2.3.2 General framework of the study**

Development of hubs arises from the need to access

- Resources,
- Services,
- Public utilities and infrastructure
- Opportunities in general.

The linkage between local transport systems and long distance transport is the rural transport hubs. The hub can be a village, a rural market or an urban terminus/ transport exchange point.

### **2.3.3 Case study of Butamwa transport hub**

- Butamwa is a high population density district with 362 inhabitants per square kilometer;
- Transport is mainly local, related to the following needs:
  - To collect firewood and water
  - To access health and education services
  - For family/social interaction.

- People go outside villages for socio- economic services:
  - Human portorage and walking are the main means of transport means in the district.
  - Intermediate means are not known in that district.
  - Poorly maintained infrastructure and the land topography do not facilitate the use of bicycles there.
  - Two taxi-buses circulate, but not regularly, on the main road.

#### **2.3.4 Case study of Gabiro District**

- Gabiro is one of eight districts composing Umutara province. It is a low density district with 26 inhabitants per square kilometer.
- Local transport is mainly related to domestic needs such as collection of firewood, water and social interaction.
- Access to water and fuelwood is particularly difficult because there are few sources for both water and fuelwood. Women and young girls walk upto 4 kilometers to get to the nearest well. Accessing firewood takes up to 6 hours
- Travel outside the villages relates to access to socio-economic services such as health and employment
- For marketing purposes, headloading is predominant.
- To take critical patients to hospital, a traditional ambulance known as “Ingobyi” is used.

#### **2.3.4 Conclusion**

- In both hubs, the road network is poor, and means of transport are limited
- Non-motorised transport is poorly developed.
- Low volume of economic activities means that rural transport hubs are not developpe

There are a number of elements that influence the functioning of rural transport hubs: These are

- Transport infrastructure,
- Transport services,
- Users, their location and the position of other socio-economic infrastructure.

Hubs need to be supported by diversified physical infrastructure, consisting of rural roads, tracks and paths. Various means of transport are complementary and each has a niche in terms of:

- Distance and payload thresholds
- Initial and operational costs
- Speed
- Life-span
- Infrstructural requirements

Transport hubs allow for specialization of transport for different users such as:

- Needs and preferences of women and men.
- Different economic and social functions
- Demographic densities
- Income categories etc

## **2.6 ETHIOPIA CASE STUDY – BY TAYE BERHANU**

The Ethiopia case study was carried with the following objectives:

- Assess the rural road and transport service conditions in a selected location
- Examine links between hub concept and existing local/national spatial planning frameworks
- Evaluate the impact of Rural Transport Hubs on development
- Contribute to the understanding of rural transport hubs

### **2.4.1 Functions and value of a hub**

- It allows optimal utilization of resources
- Enhances efficiency and delivery of services
- Improves rural – urban linkages
- Contributes to economic growth and development through -productivity increase, economic diversification and access to social goods and services

### **2.4.2 Key findings from the study**

- In general, Ethiopia faces a serious problem of rural accessibility and mobility. This is manifested by long distances to services and opportunities, poor rural infrastructure, and a lack of regular and affordable means of transport
- Transport hubs are part of the multiplier effect that is achieved through a concentration of services
- Hubs promote entrepreneurial opportunities both in transport sector and other economic sectors
- Hubs provide can form a good basis for development of partnerships in local access planning
- Hubs can also have negative impacts such as the spread of HIV/AIDS and other communicable diseases, traffic accidents, and environmental pollution.

### **2.4.3 Recommendations**

- Need for a proper balance between transport infrastructure investments and transport service development
- Need to deepen participatory approach and involve transport sector stakeholders in development of hubs
- Need to have incentives to stimulate transport service development in underserved areas.
- Need to stimulate and strengthen transport associations
- Support Introduction and improvement of IMTs
- . Precautionary measures against possible negative impacts need to be instituted.

## **2.5 SOUTH AFRICA CASE STUDY: TRANSPORT HUBS & SATELLITES: STRENGTHENING SERVICE DELIVERY IN RURAL AREAS**

**By Mac Mashiri**

### **2.5.1 Introduction**

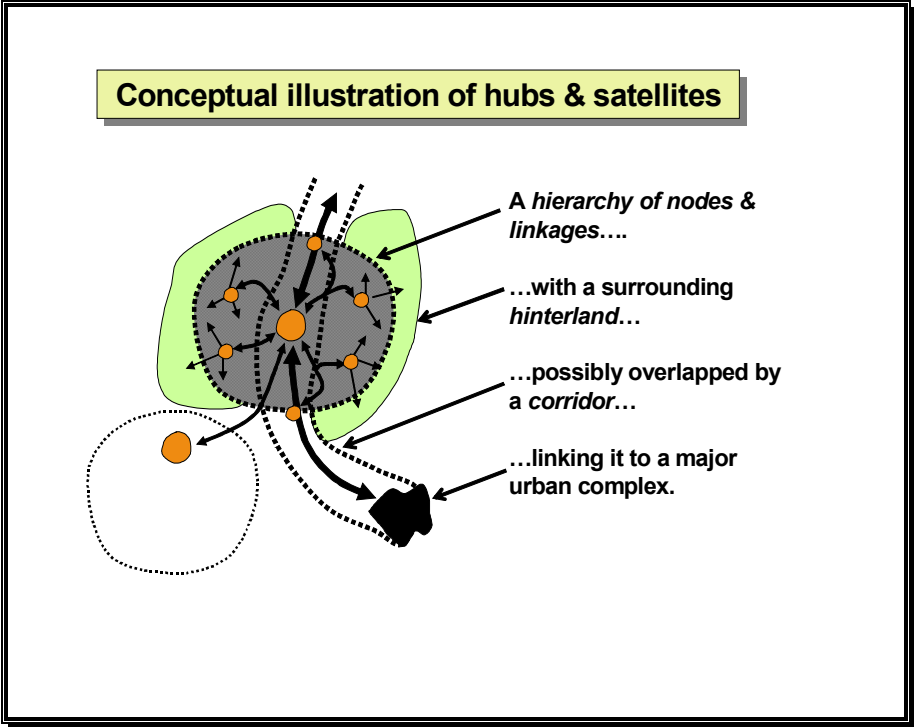
The study was carried out in 2 locations, Tombo, a low-density type hub, and Lusikisiki a high density hub.

### **2.5.2 The concept**

Conceptually, the approach that was taken in South Africa was to seek to investigate a nodes and satellites within a corridor. This stems from an understanding of hubs and

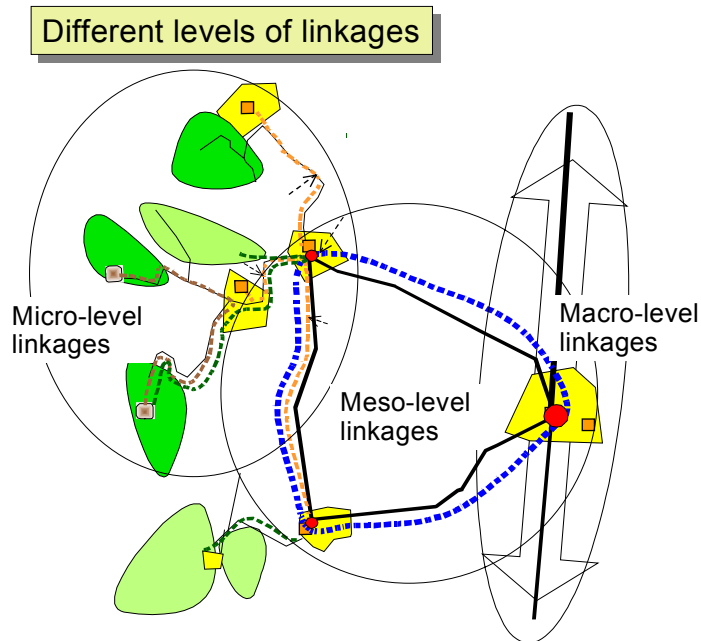
satellites as a combination of nodes and linkages, with a surrounding hinterland, possibly overlapped by a corridor and linking into a major urban complex as illustrated in Figure 1 below. Hubs act as central places for their surrounding hinterland. They come into being to carry out, at a central accessible place, the tasks which the life of the countryside creates. Overtime, they develop into mediators of local commerce with the outside – collecting and exporting local products, importing and distributing local goods and services which the hinterland demands.

**Figure 1:**



As indicated in Figure 2 below, different levels of linkages can be discerned, for example, micro level linkages would obtain at the village level represented in this study by pension payout points as described for Lusikisiki. The meso level linkages are typified by intermediate nodes in the settlement hierarchy, such as Lusikisiki and Tombo, while Mthatha represents macro linkages to the economic mainstream.

**Figure 2: hubs and satellites and their linkages**



Clearly, hubs such as Lusikisiki and Tombo act as the point of contact between the money economy and the subsistence sector, and the staging post for minibus taxi, bus and pick-up trucks. They act as foci for activities in the hinterland providing marketing, administrative and commercial services. They also have residential and industrial components, which have been growing, albeit at a snail's pace because villagers still prefer to work from their rural homes. Some of the more general problems/challenges include:

- Poor linkages between primary and secondary activities
- Lack of adequate employment opportunities
- Inadequate infrastructure
- Low skills base
- Over trading in similar commodities

In the Mthatha-Port St Johns-Lusikisiki corridor, In addition, it was deemed necessary to investigate even smaller activity areas outside Lusikisiki, which are located on pension payout routes describing satellites with periodic market functions.

Rural transport services are provided by way of vehicles that are old, often poorly maintained and largely unsafe - possibly retired from the urban environment where conditions for operating are more stringent. *Marshals* [dispatchers] find it difficult to match demand and supply, for example, vehicles queue for hours on end to find a load on the relatively lucrative

Port St Johns-Mthatha terminals while rural communities in Mpande are waiting for days at a time for transport services because of vehicle shortages. In addition, public transport even where it is subsidized is largely not affordable to many low-income rural people. Many people are often stranded or are forced to walk long distances to access socio-economic activities. Similarly some retailers in the corridor have found it cheaper and faster, for example, to import vegetables from another province, specifically, Durban, Port Shepstone and Pietermaritzburg – four or so hours drive away, rather than transport produce from their own rural areas because of freight transport problems. Finding sustainable pro-poor solutions to transport services provision, including questions of affordability should necessarily be multi-pronged:

- Exploring the mainstreaming of alternative means of transport such as intermediate means of transport [IMTs]
- Providing an environment and opportunities for employment creation to boost incomes of poor people
- Strengthening spatial planning efforts to consolidate settlement patterns around economic activities and improving their linkages, such as hubs, satellites and corridors.

### **2.5.3 Transport to educational facilities**

In the study area around Tombo, walking is by far the dominant mode to school. Some learners walk upwards of 35k to reach Jikindaba secondary school. In Lusikisiki, some learners take three hours one way to Tandezulu Secondary. Learners complain of fatigue, for example, 80% of Jikindaba School learners are always tired by the time they get to school, and absenteeism is high with an average of 50% for Jikindaba. Thus fatigue, absenteeism, late arrivals, starting school only when older, bad grades, and so on, are issues associated with the many schools. And because many learners do not complete secondary school, skills levels are low, and by extension, employability levels are exceedingly low – a vicious cycle that entrenches spiralling poverty. An opportunity exists to investigate the use of a community bus, and /or the use of non-motorised transport [such as the Shova Kalula Bicycle Partnership Program] supported by the departments of Education and Transport.

### **2.5.4 The role of non-motorised transport**

Most rural communities, including those engaged in small-scale commercial farming activities are unlikely to afford motorised vehicles in the short-to-medium term. Even where they have motorised vehicles, access to fields or markets may be limited because of bad or non-existent roads and access to households could be truncated because of their bad positioning. The use of non-motorised transport is thus a critical cog in the development of a self-supporting agriculture and a vibrant non-agricultural sector.

Non-motorised transport can be used as a collector mode, for example, bicycles can be used by villagers to travel from deep rural areas to the hub to catch taxis to higher order centres. Bicycles can also be used by learners all the way to and from distant schools. Donkey/horse carts and wheelbarrows can be used to carry produce to a central depository from which it can then be transported to bigger markets by trucks [possibly arranged through a broker]. Where the markets are not too far away, particularly those that could be arranged in conjunction with pension payout days, non-motorised transport could be used all the way. The main strand of thought that permeated the discussions held with stakeholders was that non-motorised transport modes are indeed important and should therefore be pro-actively promoted.

## 2.5.5

### **Summary of key findings**

- Transport costs are high for small businesses. Hawkers/traders have expressed a willingness to consolidate buying trips to save on transport costs
- A significant number of freight transport service providers operate part-time, as individuals and do not belong to associations. Most of these are owner operators. However, others belong to minibus taxi associations.
- There is a distinction between freight LDVs & those that carry both passengers & freight
- Intermediate forms of transport are an integral part of the supply chain
- Perishable goods are bought at frequent intervals since people do not have facilities to store the goods
- Access roads & other lower level infrastructure such as low-level bridges, footbridges, paths, are either non-existent or in a bad state of repair.
- In the nodes, i.e. Tombo and Lusikisiki, intermodal transfer facilities are either inadequate or non-functional. In the pension payout points, there is no infrastructure to accommodate traders and their goods, such as stalls & dry storage facilities, especially facilities for perishable goods, for example, a cold store.
- It is of interest to note that seeking to fulfil the infrastructure requirements of corridor & its nodes is likely to spurn the development of other enterprises particularly those relating to labour-based construction & maintenance of transport infrastructure.
- Lastly, hubs do not have development plans to direct development endeavours nor administrative systems for development control

## 2.6 SYNTHESIS OF KEY ISSUES FROM THE HUB STUDIES

### 2.6.1 *Value/advantages of rural hubs*

- They can be used as a basis for efficient service delivery in such sectors as health and education
- They provide critical mass for rural entrepreneurs (traders).
- They improve rural-urban linkages by serving as inlets and outlets for urban centres
- They facilitate concentration of transport services allowing a critical mass of transport types to develop
- Stimulates complementary motorised services and IMTs, all benefiting from each other
- Leads to diversity and differentiation of transport types
- Allows consolidation of loads, justifying and increasing motorised rural transport services, linked by intermediate means of transport
- Reduces average distance travelled
- Reduces average wait time, due to higher transport demand and higher supply

### 2.6.2 *Disadvantages of hubs*

- Provides great risk for increasing incidence of HIV/AIDS (but also provides great opportunity to publicise the dangers of HIV/AIDS).
- Danger if by concentrating on hub/spokes potential benefits of circular routes and interconnectivity are ignored.

- Danger if by concentrating on specific hub/spokes importance of transport between different transport 'watersheds' and 'cross-border' transport ignored (local transport between different hub and spoke systems).

### **2.6.3 How can IMTs be promoted in rural hubs**

- Development of a good infrastructure of roads, tracks, paths and local bridges
- Encourage settlement patterns that provide hub advantages (eg villagisation), but do not force people far from their fields.
- Produce transport policy that favours promotion of hubs and intermediate means of transport (IMTs)
- Reduce cost of IMTs by de-taxing bicycles and motorcycles (IMTs can stimulate local economies and trade, leading to greater VAT revenues in medium term)
- Publicity to encourage use and diversification of IMTs and enhance their status
- Stimulate the establishment of local micro-credit systems in rural areas (cost of IMTs and lack of credit often limiting factor)
- Encourage / facilitate role of formal and informal private sector to promote and use IMTs,
- Improve night time visibility by encouraging and subsidising reflectors and reflective materials for IMTs and people.

### **2.6.4 The role of Government in stimulating and promoting hubs**

- Ensure integrated local level planning systems through local authorities.
- Ensure conducive policy environment and frameworks e.g. transport policy, rural development policy, agriculture policy etc. (also alignment with MDGs)
- Capacity building, both technical and financial, even at the local level.
- Creation of incentives that promote hub development, e.g. tax regulation.
- Ensure safety regulations and their enforcement.
- Establish partnerships with private sector and community to set credit facility that support hub development.
- Recognition of the role of private sector.
- Provision of infrastructure; roads, markets, health facility etc.
- Licensing to ensure safety

## **3.0 SECRETARIAT REPORT**

### **3.1 Funding Situation**

Current sources of IFRTD funding are as follows:

- SDC: 2005-2007 (34% of core budget)
- SIDA: 2006-2009 (40% of core budget)
- gTKP: pledged £100,000 for next year to support core
- DFID dropped out in March 2005

In addition to core funding, SIDA agreed to fund Mobility and Health, Transport corridors safety and Makete study approach as non-core project.

More follow-ups will be made with GTZ, NORAD and DANIDA to see whether IFRTD's funding base can further be diversified.

### **3.3 Mobility and Health International Networked Research.**

- SDC pledged \$200,000 for 1<sup>st</sup> and 2<sup>nd</sup> year; SIDA interested in remainder
- The full proposal including Terms of Reference, indicators, timetable is due for completion by October 2005

- **Core group:** Swiss Tropical Institute [STI], IFRTD, SKAT, SDC. There will be need to include a southern health organisation such as AMREF
- The call for case-studies will be on web sites and list-servs by end of 2005)

The foreseen workplan is as follows:

- First quarter 2006, 4 regional workshops for researchers to come together
- 6-12 months for case studies
- International Symposium
- Outputs: book? By end of the project.

### **3.3 IFRTD's Evaluation and Strategic Planning Process**

Following from the evaluation in 2004, IFRTD needs to embark on a new strategy. The current strategy ends in Dec. 2005. Most of the strategic issues in the current strategy have been resolved, e.g., decentralisation, strengthening host relations, expansion of NFGs/network etc.

The strategic process will start at the ECM in November 2005. It will use the evaluation as a basis for the new strategy. Key strategic issues from the evaluation include

- Consolidation and Expansion
- Sharing of organisational experiences
- Monitoring and Evaluation
- Dangers of a Network Drift
- Need to strengthen Donor Relations
- Addressing hosting relations
- Strategic linkages to MDGs, NEPAD, gTKP
- Interregional knowledge sharing
- Exclusively rural versus broader approach?
- NFG versus active members?
- Strategy policy influence
- Consolidating decentralisation (finances, hosting etc.)

### **3.4 Outcome mapping: A method for monitoring and evaluating IFRTD**

Outcome mapping was the methodology used for evaluating IFRTD. Introduction of an Monitoring and Evaluation process was one of the strong recommendations from the evaluation. Outcome mapping assesses behavioural and attitudinal changes in partners that one interacts with [boundary partners]. The methodology is currently being tested in Latin America.

## **4.0 REPORT ON REGIONAL PROJECTS**

### **4.1 Study on local, national and international impacts of Makete Integrated Transport Project**

This study is based on a pilot project implemented in Makete District, Tanzania between 1985 and early 90's. The study is planned to be implemented in 2006. The research will look at key factors and channels of change that led to a pilot project, the MIRTP to become a major influence in rural transport policy and practice in Tanzania and in many countries in Sub Saharan Africa.

The study will be carried out in Tanzania, Malawi, and Zimbabwe, with complementary case studies in Uganda and Kenya. The research is a partnership between ILO-ASIST Africa and IFRTD.

#### **4.2 Lake Victoria Transport Improvement project**

This is a concept proposal prepared and presented to SIDA [Kenya] for funding consideration. The objective of the project is stated as:

*"Development of an institutional and planning framework for the coordination and integration of the Lake Victoria transport services into overall development strategies of the settlements around the Lake Victoria region."*

The core field of activity will consist of soft [institutional] and technical interventions, comprising of

- Safety issues.
- Affordable and reliable access for communities living in remote shores and islands.
- Affordable boat technologies for small scale fisher-folk.
- Efficient and integrated transport services for local and regional trade.
- A regional approach to water transport development and related infrastructural interventions.

The project foresees to work in partnerships consisting of:

- Local authorities around the Lake Victoria region.
- Civil society groups and CBO representing women, elderly and disabled people
- IFRTD members and partners involved in related initiatives.
- A private sector forum consisting of representatives of transport operators/providers of transport services in the Lake, fishermen, and potential investors.
- Ongoing Lake Victoria initiatives such as the City Development Strategy [UN-Habitat], the East Africa Community, Lake Victoria Environmental Management Programme [LVEMP] etc.
- An umbrella partnership platform to support dialogue involving the above actors. The platform will focus on entrenching the principles of popular, private and public participation in decision making

Outcomes and impacts:

- Improved access to services such as health, education markets and social networks among communities living, in remote shores and islands.
- Employment opportunities for transport service operators.
- Improved technologies and operating environment for small scale fisher-folk.
- Improved safety for users, operators and providers of transport services whose livelihoods are threatened by poor regulation and a lack of investments, safety standards and innovation in boat technologies.
- Improved employment through development of leisure/tourism sector.
  
- Integration of lake transport with land transport around the lake region.
- Regional coordination, including collection of planning and monitoring data.
- Increased revenues from local and regional trade.
- Improved safety record.
- Access to international knowledge and best practice on inland water transport.

#### **4.3 HIV AIDS and Transport corridors phase 2**

A second phase proposal has been prepared, and its under discussion with SIDA. The second phase will be a field study to complement the desk study carried out under phase 1. The objectives are:

- To profile the links between activities in the transport sector and the spread of HIV/ AIDS.
- To examine existing community responses to the threats of HIV AIDS along selected transport corridors, nodes, HUBS, termini and areas of infrastructural development in Eastern and Southern Africa.

- Foster the integration of HIV/AIDS into transport sector policies and strategies.

The foreseen outputs include:

- A synthesis of findings on incidence of HIV AIDS along identified corridors and potential entry points for Transport sector-led multi-sectoral interventions.
- A toolkit for assessing the potential impact of new transport schemes on the spread of HIV AIDS, and approaches to dealing with the pandemic along transport corridors, nodes and corridors.
- Three demonstration Multi-Function Community Resource Centres [on HIV AIDS education and social services], established in strategic places [along the corridors] and a partnership between local communities and private sector transport entities developed for their management and sustainability.

Potential transport corridors

- Northern Corridor [Mombasa-Kigali]
- Central Corridor [Dar-Bunjumbura]
- Beitbridge-Jo'Burg-Durban
- Beitbridge-Chirundu [Zim-Zam]
- Addis-Djibouti

## **5.0 REPORT FROM PARTNER ORGANISATIONS**

### **5.1 UN Habitat - Brian Williams**

Transport is an important element in determining the quality of life in human settlements. For example:

- Families and individuals spend upwards of 30% of their incomes on transport and energy services.
- Workers commute up to four hours a day (sometimes walking) to low-paying jobs, wasting time and losing productivity.
- Traffic accidents cause almost 1,000,000 deaths and additional millions maimed annually. By 2020, transport will kill more than HIV, War and TB combined. The majority of victims are the poor and children.
- Upwards of 50% of foreign exchange earnings go to importing fossil fuels for urban transport bankrupting national treasuries.
- Transport infrastructure investment is one of the leading causes of forced evictions and displacement world-wide.

#### ***Thrust of the UN Transport and Energy Program: Past and Present***

- Promoting human settlements development strategies that better integrate land use planning, environmental quality, energy consumption and transport to minimize trip distances and reduce negative development impacts;
- Promoting public transport and non-motorized transport (bicycling and walking) as either a substitute or complementary mode of travel to the private car.
- Increase the efficiency of existing transport operations through improved planning and management of all modes of transport;
- Improve levels of mobility for the urban poor through promotion of affordable transport programs and appropriate transport technologies;
- Decentralize urban transport and energy infrastructure planning, investment decision-making and management to the local level.
- Program Accomplishments and Highlights

- Expert-group meetings, field studies and publications on managing the demand for urban energy and urban transport through economic measures and regulatory instruments;
- Promoting better planning and management and improving operational efficiency of public transport systems in developing country cities;
- Linking poverty alleviation to mobility and transport by promoting cost-effective non-motorised transport for the urban poor

## 5.2 SUSTAINABLE TRANSPORT ACTION NETWORK FOR AFRICA - Brian Williams

SUSTRAN Africa is a network of people, institutions and projects that promote transport policies, programmes and actions that are environmentally sustainable, socially and economically equitable.

### **Objectives**

- Establish a regional network mechanism that will promote adoption of appropriate sustainable transport options and policies in the African Region.
- Coordinate the realization of transport options that reduce greenhouse gas emissions in Africa.
- Promote and embed sustainable transport principals in urban planning policies and practices of urban centres in the region.
- Build on a nascent sustainable transport projects being promoted by ITDP; ITDG; UNEP; UN-HABITAT etc.
- Promote adoption of suitable transport options that have been successful in Asia, Latin America and some parts of Africa
- Document and disseminate best practices in promotion of technologies for use by city managers including NMTs and BRT systems.
- Set up a sustainable information network linked to capacity building for the users and practitioners.

## 5.3 ILO/ASIST - AFRICA - Camilla Lema

The aim of the ILO ASIST Africa programme is to support the governments in their efforts to reduce poverty, empower communities for socio-economic development and to improve the livelihoods of the poor through improved access primarily using investments made in infrastructure to create productive employment.

The Strategies for Access and Rural Employment work component include:

- Strengthening of local capacities for planning and implementation of access interventions through optimization of local resources.
- Building partnerships collaboration with development and network organisations, i.e. IFRTD, training institutions, dev. agencies and NGOs to respond more effectively to the global development objectives and challenges.
- Research and studies to facilitate knowledge sharing and policy influence.

Activities of ASIST which are in-line with the objectives of IFRTD

- Kenya*; - currently discussing with the Department of Urban Planning on the areas of gaps in the local level planning system. The concept note has been prepared to outline the objectives and process of activities, based on which a joint situation analysis of existing planning and support systems in the local authorities will be done in the 2<sup>nd</sup> week of October 2005 with a view to intervene within the framework of the LGRP.
- Tanzania*; - maintenance of close contact with the TFG and the VTTP National Coordination Office in terms of knowledge/information sharing.
- Uganda*; - The proposal for application / mainstreaming of IRAP in the local level planning system in Uganda was prepared by TFG last year based on the findings of the situation

analysis of rural accessibility in Jinja and Kabarole districts. Funding possibilities are being explored to enable application.

- Zambia;** - Since mid-2004, ASIST in partnership with Eastconsult Ltd. Zambia have been providing technical support for implementation of the Small-Scale Community Access (SSCA) improvements in three districts. The SSCA is supported by DANIDA within the framework of the Road Sector Investment Programme under the Ministry of Works and Supply. The main areas of support are basic access infrastructure and the means of transport.

- Zimbabwe;** - ASIST participated in the discussions for finalisation of the recently launched National Transport Policy for Zimbabwe, of which the ZNFG members took a lead role in reorienting the policy to address poverty alleviation.

### **Ongoing Studies**

- The Study of Community Contracting Practices and Organisational Modalities at Local Level; - in Tanzania, Somalia, Malawi and Zambia. The overall aim is to assess potential for increased CC and to facilitate integration of the system in infrastructure development programmes at local level to contribute to poverty alleviation through community empowerment, participation and employment creation. The study will focus in rural areas, but taking into account some good cases from urban and peri-urban areas. This will facilitate development of draft guidelines for practitioners and test strategies to provide applicable and flexible solutions in the different rural contexts.

- Assessment of the Evidence Base and Methodologies for Poverty Reduction Impact Assessment in EIIP/ASIST-Africa Programme; -The deskwork study (ongoing) will assess/analyse a range of available/relevant information in ASIST and from a few other sources - regarding the link between the interventions implemented and the actual impact on poverty. The most relevant information will be synthesized in a comprehensive manner to feed into the process of preparation of fieldwork study and also to be used for advocacy purposes. The study is expected to come up with:

- An evaluation and impact assessment methodology that can be systematically used to monitor the impact of employment intensive investment (EII) interventions on poverty levels.

- A convincing argument to EII practicing countries / partners on the need to demonstrate the impact of EII on poverty reduction for all strategic programmes, and in particular where ASIST is directly involved. This will also facilitate advocacy for resource mobilisation in support of EII initiatives in partner countries.

- “The Makete Approach” From Pilot Project to Policy Impact and Institutionalisation: Mainstreaming Key Learning for Transport and Development – A joint ASIST/IFRTD/NFGs study.

- Regional Seminar

- The 11th Regional Seminar (REGSEM 11) for Labour – Based Practitioners will be held in Mombasa – Kenya from the 2nd to 7th October 2005. The Ministry of Roads and Public Works in Kenya is a host in collaboration with ILO/ASIST – Africa. The theme for this year is “*Integrated labour-based approach for socio-economic development*”. The REGSEMS are held after every 18 months and bring together practitioners, policy makers, funding and development partners and all stakeholders involved in infrastructure development from the African Region and beyond to discuss developments, share experience and ideas on the application of labour-based technology.

## **5.5 Global Transport Knowledge Partnership [gTKP]**

Brian Williams [UN-Habitat] made the presentation on behalf of gTKP, of whom he is a board member.

***The Gtkp focuses on two areas.***

- Improving access and communication of existing transport knowledge: and
- Increasing the take-up and practical application of such knowledge.

The Mission of the gTKP is “to deliver improved transport policies and decision-making by poorer countries as a result of better up-take of transport knowledge”. This is to be done by:

- Providing a resource to strengthen the work of existing communities of practitioners in the transport field
- Providing knowledge facilities
- Facilitating improved transport knowledge interchange both within and between countries”

***How gTKP is functioning.***

PricewaterhouseCoopers was contracted to provide the Core Management Group for the gTKP running from April 2005 - March 2007.

***Key tasks include:***

- Planning and managing the overall programme.
- Secretariat for interim Governing Board.
- Building knowledge resources – including administering the website & helpline and procuring specific research and translations.
- Championing the gTKP with external organisations, marketing and building membership.
- Fund management including annual accounts and procuring audit.

***Priorities***

Initial priority of the gTKP is roads and road transport, although it includes all the infrastructure and service elements of land transport including inland waterways.

Emphasis is placed on:

- Health
- Exclusion
- Demand Management
- Productive Activities
- Road Maintenance and Safety
- Funding

Geographic coverage is global, but the regional start-up focus is on Asia and Sub-Saharan Africa.

Contacts:  
 Dr Ruth Rule  
[ruth.rule@gtkp.com](mailto:ruth.rule@gtkp.com)  
 +44 (0) 191 269 4264  
[www.gtkp.org](http://www.gtkp.org)

***5.5 Discussion points on partnerships***

A number of points arose in the subsequent discussions, some of which need to be reflected in the strategic planning process.

1. Does IFRTD approach partners based on their linkages to an institution or in their individual capacity?
2. The need to strengthen regional alliances such as SADC, NEPAD, SATC, WB and SSATP

3. When we organise workshops we should be inviting strategic partners to host them for outreach and visibility.
4. We should differentiate partners for donor and strategic purposes since the two can be, but don't have to be, mutually exclusive
5. We should strengthen links to the green agenda such as BP, Shell and focus on rural transport as having long-term environmental impact. Sustran etc.

## **6.0 REPORTS FROM NFGS.**

### **6.1 South Africa**

#### ***Achievements***

- Chaired capacity building session in South Africa Transport Conference (SATC)
- A session on rural transport in SATC
- 2 abstracts have been submitted for Velomodial conference.
- Announcement; Gender and Transport Conference coming in August 2006.
- Pre-feasibility study for transport intervention in 3 districts is ongoing.

#### ***Challenges***

- Not able to collaborate with the Kenyan counterpart in NMT module development.

#### ***Plan for 2006***

- Steer the annual SATC – rural transport session.
- Organizing Gender and Transport Conference.

### **6.2 Tanzania**

#### ***Progress***

- Office established but is shared.
- Follow-up proposal from the MPs seminar is partly done.
- Plans are underway to get involved in the dissemination of National Transport Policy that is already done.
- Seminars for councillors and villagers done in 3 districts.
- Membership increased by 3
- Makete study Concept Note has been developed.
- Prepared a financial regulation document.
- Transport and HIV/AIDS preliminary project was completed.
- Invited to Rural Transport Workshop by Ministry of Regional Admin. And Local Govt.
- Presented paper in the workshop “Resolution from the MPs Seminar”
- Attended 3 International Focus Group workshops in Tanzania.
- Conducted 2 executive committee meetings and 1 AGM.
- Developed proposal for funding to Foundation for civil society.

#### ***Challenges***

- Financial constraints.
- Members are busy with other things.

#### ***Plans for 2006***

- Conduct an annual event – programme is ready.
- Publicity through the media.
- Continue with poverty watch.
- Establish rural transport information centre.

### 6.3 Kenya

#### **Activities carried out**

- Poverty Watch Project is ongoing.
- Participated in Community Participation Workshop in Peru.
- Abstract presented for Velomondial Conference in SA.
- Meeting to update members.

#### **Challenges**

- Financial constraints.
- Busy membership.
- Few committed members.

#### **Plans for this year**

- Continue with plans for previous year.
- Develop proposal for continuation of poverty watch.
- NMT public day.
- Support the NMT component of SUSTRAN
- Follow-up on Integrated Transport Policy

### 6.4 Ethiopia NFG report

Proposed Plan	Achievements	Other Achievements	Future Plans
Road Safety Proposal	Achieved, a Workshop held. Horse users Association set up.	Water proposal and funds got	Continue with the plans
IMT proposal	Achieved	Transport and human rights	Continue with the plans
Transport and Health Proposal	Achieved		Continue with the plans
Transport and HIV/Aids	Achieved		Continue with the plans
Audit existing RT Programmes	Not Done		Continue with the plans

### 6.5 Rwanda National Forum Group

#### **Registration of the Forum:**

- Preparation of the constitution of the forum and other documents required to obtain the legal personality
- On June 13<sup>th</sup> 2005 the forum obtain the legal personality

### ***Publications***

- Pamphlet ( brochure ) explaining what is the Rwanda National Forum Group
- Action plan of 2004-2007
- Annual report
- Rwanda rural transport in photos
- Rural transport hubs: Rwanda case study

### ***Capacity building***

- Participation of our members in various conference and seminars
- Put in place a documentation centre on transport, road safety.....
- Permanent secretariat of Rwanda National Forum Group

### ***Future activities***

- Finalisation of Rural transport hubs report
- Enhancement of the permanent secretariat
- Getting more resources of our documentation centre
- Put in place all organs composing the Rwanda national forum group i.e Department of Mobility and Infrastructures and department of road safety
- Publication of pamphlet ( brochure ) on road safety

### ***Problems faced***

- Funds

## **6.6 Uganda National Forum**

### **Activities**

#### ***Improved Post Crop Harvest Programme.***

This project ended in December 2004. Under the improved post crop harvest project, an office, computer and furniture have been acquired. TFG continues to run the office even after the expiry of the project

#### ***Regional Network meetings.***

NFG, Uganda participated in the regional meeting that took place in Addis Ababa, Ethiopia in July 2004. During the meeting a number of issues benefiting the Forum were reached upon.

#### ***Transport and Poverty work.***

TFG has actively been working on the poverty work. This led to number of workshops to be held both in Kampala, Jinja and Mbale. A high level meeting also took place in 2005.

#### ***Integrated Rural Accessibility Planning.***

TFG collaborating with ILO Assist has been working together to roll out. This was being done in collaboration with Ministry of Local Government

### **Challenges**

The following are the key problems affecting the NFG.

- Lack of commitment of members
- Too busy schedule of members
- Lack of motivation of members
- Diverse location of the members such that contacting them is a problem.

- IRAP has not yet been rolled out despite the TFG and ILO commitment

**Programme for 2005**

1. Continue the poverty work to its completion. More training have been planned for November 2005
2. Participate the Mobility and Health Programme of IFRTD
3. Participate in the Lake Victoria Safety Programme.
4. Introduce the Transport hub Concept to policy makers in Uganda.
5. Promote inter NFG work and networking.

**6.7 Zimbabwe National Forum Group**

<b>Proposed Plan</b>	<b>Achievements</b>	<b>Other Achievements</b>	<b>Future Plans</b>
Policy influence	Done thru NTP	Poverty Watch	Continue poverty watch
Transport and Hiv/AIDS	Completed phase 1.	PRTSR treview	PRTSR action Plan/ Launch of TransPolicy
Set up a website	Not done	Assist Chattered Institute in Capacity Building	Inter Generation Transmission of Poverty
			Transport services as a tool for poverty alleviation

**ANNEX 1: OPENING ADDRESS:**

**By NSANZUMUGANWA EMMANUEL**

**SECRETARY GENERAL, MINISTRY OF INFRASTRUCTURE**

**HOTEL GORILLA**

**26-28<sup>TH</sup> SEPTEMBER 2005**

Distinguished guests, representatives from donor agencies, ladies and gentlemen.

On behalf of myself, the Ministry of Infrastructure and the convenors of this meeting, Rwanda Forum for Rural Transport and Development [FRTFD], it gives me great pleasure to welcome you to the land of a thousand hills - on the occasion of the 4<sup>th</sup> regional meeting of the International Forum for Rural Transport and Development [IFRTD].

We are very delighted and thankful to IFRTD for their decision to hold the 4<sup>th</sup> Eastern and Southern Africa Regional meeting here in Kigali, Rwanda. The 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> meetings were held in Zimbabwe, South Africa and Ethiopia respectively.

I am informed that there are delegates representing IFRTD's networks from six Eastern and Southern African countries, that is, Ethiopia, Tanzania, Zimbabwe, Kenya, Uganda and South Africa. We also have representatives of IFRTD'S partners such as UN-Habitat and ILO- ASIST Africa. Also among the participants is the Chairman of IFRTD, Mr Paul Starkey from the United Kingdom. I am also informed that the Chief Executive of IFRTD will be joining the meeting this morning. I am confident that with this diversity of participants, the quality of discussions will be very rich and everyone will benefit from the experiences of different countries.

I am personally very pleased to associate myself with the work of IFRTD, which I understand is a leading global network and a rich source of information and best practices in the fields of rural transport and the ways of overcoming poverty by addressing the access and mobility problems in rural areas.

The Government of Rwanda considers improvement of transport infrastructure and services as one of the key pillars of economic reconstruction and poverty reduction. This is well

articulated in the Government policy through the Poverty Reduction Strategy and the Vision 2020. The Government recognises that without adequate infrastructure and services neither economic nor social development can be achieved. It is in recognition of this fact that the Government of Rwanda is currently in the process of formulating a comprehensive national transport policy. I am glad that this meeting is taking place when we are involved in this policy formulation process.

Efficient transport enables people to easily access economic opportunities, as well as health, education and administrative services. Improving access through appropriate and well maintained infrastructure as well as reliable and affordable means of transport is a major factor in poverty reduction. It is obvious that farmers who constitute the bulk of the population in Rwanda have a better chance to get their goods to the market and improve their incomes when roads are passable and when means of transport are available and affordable.

Ladies and gentlemen, I am very pleased that the IFRTD as a global network is also very strong on advocating for local solutions. In particular, we welcome your focus on capacity building through information sharing both at international, regional and national levels. It is by working together and learning from each other that we can avoid repeating mistakes and improve on best practice.

I would like to sincerely thank the organisers of this workshop, the International Forum for Rural Transport and Development and the hosts, the Rwanda Forum on Rural Transport and Development for bringing such an important meeting to Rwanda. I wish you very fruitful discussions and a pleasant stay in the country.

With those remarks, Ladies and Gentlemen, it is now my humble and pleasant duty to declare this meeting open.

Thank you.

**Annex 2: LIST OF PARTICIPANTS**

<b>Name</b>	<b>Organisation</b>
1. Mac Mashiri	CSIR/ National Forum Group, South Africa
2. Tatenda Mbara	University of Zimbabwe/National Forum Group, Zimbabwe
3. Mthokozisi Sidambe	Ministry of Local Government/National Forum Group, Zimbabwe
4. Nelly Mtaki	National Transport Institute, Tanzania/ Tanzania Forum Group
5. Taye Berhanu	National Forum Group Ethiopia
6. Kwamusi Paul	National Forum Group, Uganda
7. Mureithi Eston	KENDAT/National Forum Group, Kenya
8. Brian Williams	UN-Habitat, Transport focal point
9. Peter Njenga	IFRTD, Eastern and Southern Africa
10. Marinke van Riet	Executive, IFRTD
11. Camilla Lema	ILO ASIST Africa.
12. Paul Starkey	Chairman, IFRTD
13. Augustin Twagiramungu	National Forum Group, Rwanda
14. Aziza Benegusenga	National Forum Group, Rwanda/Ministry of Infrastructure and Transport
15. Francine Rutagengwa	National Forum Group, Rwanda
16. Marcellin Gasana	National Forum Group, Rwanda

## ANNEX 3: AGENDA

### EXPECTED OUTPUTS FROM MEETING

- Increased insights into operations and structure of "rural transport hubs" and the potential to use the concept as a planning framework for transport services between rural hinterlands and market/service centres
- Identify critical national, regional and international networking challenges facing IFRTD's membership
- Identify 3 key priority transport issues in the region and propose strategic partnerships to advance identified issues in 2005-06
- Network and forge and [re]new partnerships

### DAY 1: Monday 26<sup>th</sup> September

<b>8.30 – 10.00</b>  <b>Welcome &amp; Opening session</b>  <b>Chair:</b> <b>Tatenda Mbara</b>	8.30-8.35	Welcome remarks	Augustin Twagiramungu, Vice President, Rwanda Forum
	8.35-8.50	Official Opening	<b>Nsanzumuganwa Emmanuel</b> Secretary General, Ministry of Infrastructure
	8.50-9.00	Introductory remarks	IFRTD Regional coordinator
	9.00-9.15	Welcome remarks	Vice-chairman, Rwanda Forum
	9.15-9.45	Introduction of participants	All
	9.45-10.00	Outline of workshop agenda, process and outputs	IFRTD Regional Coordinator, ESA
<b>10.00-10.30 Tea/coffee</b>			
<b>10.30-11.30</b>  <b>Rural Transport Hubs: Context</b>  <b>Chair:</b> <b>Camilla Lema</b>	10.30-10.45	Background to the Hubs case studies	IFRTD regional coordinator
	10.45-11.10	The General Framework and examples	Paul Starkey
	11.10-11.30	Introduction to case studies to regional case studies and progress	Mthokozizi Sidambe
<b>11.30- 1.00</b>  <b>Case studies</b>  <b>Chair:</b> <b>Camilla Lema</b>	11.30-12.00	Zimbabwe case study	Tatenda Mbara
	12.00-12.30	Rwanda case study	Francine Rutagengwa
	12.30-1.00	Discussions/reflections	All
<b>1.00-2.00 LUNCH</b>			
<b>2.00-3.30</b>  <b>Case</b>	2.00-2.30	Ethiopia case study	Taye Berhanu
	2.30-3.00	South Africa case study	Mac Mashiri

<b>studies</b> <b>Chair:</b> <b>Paul Starkey</b>	3.00-3.30	Discussions and identification of key themes/gaps/issues for group work	
<b>3.30-4.00 Tea break</b>			
<b>4.00-5.30</b>	<b>Deepening of emerging themes in group work</b>		

**END DAY 1**

**AGENDA DAY 2**

<b>8.30 – 9.30</b>	<b>Feedback from Groups/synthesis of key issues and way forward</b>		
<b>Chair:</b>	<b>Aziza Benegusenga</b>		
<b>9.30-11.00</b>	9.30-9.50	UN-HABITAT TRANSPORT AGENDA	Brian Williams
<b>Presentations from partners</b>	9.50-10.10	ILO ASIST LBT congress and other priority programmes	Camilla Lema
	10.10-10.30	Study on Methodology for Rural Transport Services in Africa	Paul Starkey
<b>Chair:</b> <b>Mac Mashiri</b>	10.30-11.00	Plenary discussions	
<b>11.00-11.30</b>	<b>TEA/COFFEE</b>		
<b>11.30-12.30</b> <b>IFRTD's International Programme</b> <b>Chair:</b> <b>Taye Berhanu</b>	Funding situation		Marinke van Riet
	Mobility and Health Programme		
	Waterways and Livelihood		
	International information sharing and networking		
	IFRTD's evaluation and strategic planning process		
<b>12.30-1.00</b>	<b>Plenary discussions</b>		
<b>1.00-2.00</b>	<b>LUNCH</b>		
<b>2.00-2.45</b> <b>Status of regional Activities</b> <b>Chair:</b> <b>Nelly Mtaki</b>	Poverty Watch		Peter Njenga
	Transport and HIV AIDS		
	Makete ex post analysis study		
	Lake Victoria Transport Improvement Programme		
	Transport Performance Indicators, regional consultations		
	Information Sharing		
<b>2.45-3.10</b>	Case Study from Poverty Watch Kenya		Eston Mureithi
<b>3.10-3.30</b>	<b>Plenary discussions</b>		

<b>3.30-4.00</b> <b>TEA/COFFEE</b>		
<b>4.00-4.20</b> Chair: Marinke van Riet	<b>Presentation of 04-05 workplan and emerging issues for 05-06</b>	Peter Njenga
<b>4.30-6.00</b>	<b>2 groups of NFG reps identify</b> <ul style="list-style-type: none"> <li>• Key challenges faced in achieving workplan</li> <li>• Possible ways of addressing existing challenges</li> <li>• Identify 3 key priority regional issues for 2005-05</li> </ul> <b>Partner institutions:</b> Sit together with members of the secretariat to review: Ongoing collaboration, key opportunities and challenges, new opportunities.	

**6.00** **END OF DAY 2**

**DAY 3**

<b>8.30-9.30</b> Chair: Eston Mureithi	Feedback from group work and discussions	
<b>9.30-10.30</b> <u>Chair</u> Tatenda Mbara	Detailed plan of action for identified themes and projects <ul style="list-style-type: none"> <li>• HIV AIDS and Transport</li> <li>• Rural transport Hubs</li> <li>• Makete Study</li> <li>• Poverty Watch</li> <li>• Mobility and Health</li> <li>• Strategic planning process</li> <li>• Other identified priorities</li> </ul>	All
<b>10.30-11.00</b>	<b>Tea</b>	
<b>11.00-11.20</b>	IFRTD's Representation to Executive Committee	
<b>11.20-11.40</b>	Any other business	
<b>11.40-12.15</b>	Vote of Thanks and closing ceremony	Rwanda Forum
<b>12.30 -1.30</b>	<b>Lunch</b>	
<b>1.30-5.00</b>	Field visit [optional]	Aziza/Francine

**END OF MEETING**