AFCAP: An introduction to the African Community Access Programme

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Established 2008, finishes June 2014

DFID-funded, currently managed by Crown Agents

Focus on promoting **safe and sustainable access** to markets, healthcare, education, employment, social and political networks for rural communities in Africa

Supports **research and knowledge sharing** to **enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources**

2 foci: **engineering + transport services**

Ongoing/recent work in Ethiopia, Kenya, Ghana, Malawi, Mozambique, Nigeria, Tanzania, Zambia, South Africa, Democratic Republic of Congo, South Sudan

A new 6-year AFCAP/ASCAP to follow
Transport services: an expanding component of AFCAP work

- Poor provision and maintenance of road infrastructure is a major issue

BUT also growing recognition that ‘Roads are not enough’

- Poor transport service availability, unreliability, high fares etc.
- Very poor safety record
- Limited ownership of motorised vehicles; limited access to IMTs
- Particular difficulties for disadvantaged groups – old, young, infirm, women
- Particular difficulties of meeting health emergency transport needs
- Issues out of sight of central government
AFCAP: Meeting the transport needs of vulnerable people

- People with limited/reduced mobility a key focus of transport services research funded by AFCAP
  - Older people
  - Women [including re maternal health]
  - People with disability/infirmity
  - Children
1. AFCAP projects *specifically* supporting Transport Services for vulnerable people

- Older people’s access to health and livelihoods in Tanzania
- Emergency transport for improved maternal health: Ghana, Nigeria + pan-African perspectives
- Motorcycle ambulance trailers for emergency transport, Zambia
- Getting effective gender analysis into transport planning: Nigeria + pan-African study
- Transport in post-conflict contexts; desk review + field study in DRC
2. Wider AFCAP research highly relevant for vulnerable groups

• Road safety, with particular reference to motor-cycle taxis, Tanzania

• Explicating First Mile costs of smallholder farmers (including porters), Kenya

• Building knowledge of Africa’s rural transport operator associations

• Potential impacts of climate change on transport

• Developing Transport Services Indicators

• Training courses to expand expertise in transport services
Developing innovative participatory methodologies in AFCAP

• Rural Transport Services Indicator
  – Aim is to complement the World Bank 2km Rural Access Indicator

• Co-investigation of TS problems with communities
  – Children and youth as co-researchers: booklet for schools; University of Pretoria informal transport study
  – Older people as co-researchers
AFCAP Transport Services training courses

- Shortage of professionals with TS knowledge
- 2 recent short courses
  - University of Cape Coast, Ghana [for West Africa]
  - University of Malawi [for southern Africa]
- Aimed at early career staff
- Emphasises transport constraints of vulnerable groups
- Emphasis on participatory methodologies for researching their needs [data collection + analysis]
- Considers how transport planners can help meet their needs
- Practical work including field exercises
Conclusion: AFCAP contributions in the Transport Services arena

- TS only a small part of the AFCAP programme, but of growing importance

- Supporting gender equity + social inclusion of disadvantaged groups in the transport sector

- Pioneering research in new areas e.g.
  - Innovative methodologies
  - transport and mobile phone connectivities
  - transport and conflict/fragile states
  - road safety, especially motorcycle taxi services
  - potential impacts of climate change

- Raising consciousness of transport services amongst engineering and non-engineering professionals in Africa and beyond
  - building a network of transport services specialists
  - contributing to global and regional debates promoting rural transport from the margins to the centre of the development equation i.e. post MDGs
AFCAP 2: EXCITING POTENTIAL TO BUILD ON THIS WORK OVER THE NEXT 6 YEARS