

Transport and Poverty Reduction – Integrating the Poverty Reduction Focus into Transport Sector Planning

- **Organisation:**
ECORYS Transport
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€49,850
- **Countries/ Regions Covered:**
Burkina Faso, Cameroon,
Chad, Ethiopia, Ghana, Guinea,
Mozambique, Tanzania,
Zambia.

Background and Objectives of the Commissioned Study

The main objective of the report is to provide recommendations on the ways in which the formulation of transport policy in Sub-Saharan Africa could be improved, as to better address the needs of poorer groups in society. Major themes are a review of the present practices in transport policy formulation and the way which presently the needs of such poorer people are addressed. Also the policy of the EU with respect to transport and poverty issues has been reviewed. In this report the lessons learned by other institutions are explicitly taken into account and the findings have been presented in a workshop.

The European Council and Commission have stated as the main objective of the Development Policy of the Community the reduction, and eventual eradication, of poverty. Transport has been adopted as one of the 6 areas in which Community action should be concentrated. Reasons for this are the long experience of the Commission in the sector and the recognition that effective transport is essential in facilitating poverty reduction. Transport promotes economic development and ensures accessibility of social services, markets and employment opportunities to the population.

In order to improve the contribution of transport policy to poverty, both the Commission and partner countries should try to incorporate the poverty reduction

objective as much as possible in their policies. The study team has reviewed present poverty reduction strategies of 9 SSA countries, as well as the way in which they formulate transport strategies. At the same time the practices of the Commission and other donor organisations have been reviewed in the light of their attention for and experiences with the role transport can play in poverty reduction. On the basis of an ideal planning framework recommendations have been drafted for improvements.

Research Findings

- The objective of reducing poverty is widely shared, but the role of transport in reducing poverty is generally not well elaborated in policy documents.
- There presently is not one unique and widely accepted operational definition of poverty which satisfactorily captures its multidimensional character
- The structure and contents of transport policies are quite diverse between countries
- The contribution of transport policy to poverty reduction can be improved by taking social objectives like equity explicitly into account in decisions on projects
- This may involve using other valuation sets or other techniques of evaluation
- In evaluation of projects targets could be set for the triple A: accessibility, availability and affordability.

In cooperation with



Main Conclusions

- The role of the government in the transport sector is shifting from functional to supporting
- A different view on transport strategy formulation and planning is needed in the SSA countries
- There presently is little match between the coverage of the link between transport and poverty in poverty reduction strategies papers and its coverage in transport policy strategies. The two documents appear to be set up in isolation of each other
- Transport and poverty linkages are usually not very well elaborated in both papers. They are addressed, rather than assessed. In many cases more analysis is needed to come to well founded action plans.
- Transport policy papers should at least include three levels: a vision or mission; specific objectives for sub-sectors; actions and interventions. For each of these three levels the poverty reduction element needs to be elaborated.
- A balanced approach to transport policy should distinguish at least the following policy areas: international transport, national infrastructure networks, rural accessibility, urban (public) transport
- Normally a distinction is made between the direct (pro poor focused) and indirect (economic growth) policy reduction impact of transport policy/interventions
- The indirect linkages get more attention in poverty policy documents than the direct links
- The poverty reduction objective should be incorporated and elaborated explicitly in the Transport sector guidelines of the Commission
- These guidelines should also take into account recent trends in transport markets and policy orientation
- Other techniques than cost benefit analysis should be taken into account
- The elaboration of a transport and poverty package consists of three steps: establishing socio-economic return of projects; assessment of possible pro-poor improvements in targeted transport sector segments (e.g. transport of specific groups, transport in specific regions, rural infrastructure, intermediate and non-motorised transport, different travel purposes); prioritisation of projects, using a multi-criteria approach including equity objectives.
- Targets may be set for projects and policies in terms of reduction of poverty

For further information on this research project, please visit:

EC-PREP website: www.ec-prep.org

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