



International workshop on
COMMUNITY PARTICIPATION IN TRANSPORT MANAGEMENT:
Making rural sustainability happen
Cajamarca Perú, April 4-7, 2005

WORKSHOP REPORT

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BACKGROUND

Community participation in transport management is a key issue in all ITDG projects. With co-funding from the European Commission (EC), Practical Action's¹ country offices in Kenya, Sri Lanka, India, Bangladesh, Nepal and Peru carried out a programme of transport activities. The projects worked with Massai women in Kenya, tribal communities in India, women and men in Char areas of Faridpur in Bangladesh, isolated rural communities and hill communities in Sri Lanka and Nepal, and community organisations in Huanico, Peru. The programmes had different objectives: to improve living conditions through better access to resources, markets, services and information (Kenya, Bangladesh, India); to strengthen communities and their organisations to manage the maintenance of rural infrastructure in order to meet access and mobility needs (Peru, Sri Lanka); to increase agricultural income (Nepal); and to integrate inland water transport into transport systems (Bangladesh).

This workshop provided an opportunity for participants of these projects, and people from other organisations working on similar initiatives to share their experiences, challenges and lessons learnt and to look at how successful approaches can be developed and taken forward.

The workshop objective was to promote sustainable systems of rural transport through community participation in planning, implementation and management.

THEME ISSUES

The key themes of the workshop included:

- Community participation in policy influencing
- Transport infrastructure management and community involvement in sustainable transport infrastructure management: levels of effective community involvement in; planning, decision making, infrastructure building or rehabilitation, and maintenance.
- Effective partnerships for sustainable transport infrastructure, e.g. micro enterprise for road maintenance
- Rural transport indicators
- Mainstreaming gender in transport policy making and planning.
- Integrated rural accessibility planning (IRAP)

PARTICIPANTS

There were 29 participants from 14 different countries:

Africa:	Benin, Kenya, Nigeria, Zimbabwe
Asia:	Bangladesh, Nepal, India, Sri Lanka
Latin America:	Bolivia, Brazil, Nicaragua, Paraguay, Peru
Europe:	United Kingdom.

They included professionals from rural development organisations, government institutions and transport organisations. Participants all had some experience of transport management and/or community participation, had worked with or represented poor people with transport constraints, or were in a position to influence policy and practice relating to poverty and transport.

METHODOLOGY

Most of the detailed work took place in small working groups, feeding into joint plenary sessions. On day 1 a selected participant from the Practical Action programme funded by the EC (See page 3), was asked to stimulate discussion by highlighting relevant experience/information relating to community participation.

¹ Practical Action is the new name for the Intermediate Technology Development Group (ITDG).

On days 1 and 2 participants worked in groups to make a more in-depth analysis of stakeholders, indicators of and strategies for, effective community participation. Additional presentations to highlight different case studies on these issues were made. The field visit on day 3 was an opportunity to discuss with local stakeholders how specific actions (as prioritised by workshop participants on day 2) might be implemented and how these might impact local communities. On day 4 further presentations were made to the plenary followed by a session in which participants concentrated on *realistic* recommendations and commitments for individual and joint action concerning the issues raised in the workshop.

Day 1	Key issues on community participation in transport management highlighted
Day 2	Cross-cutting issues explored
Day 3	Field-trip and reality check
Day 4	The way forward

LANGUAGE

The languages of communication of the workshop were English and Spanish, with simultaneous and continuous translation throughout presentations and group work.

THE PARTNERSHIP BETWEEN IFRTD AND PRACTICAL ACTION

The International Forum for Rural Transport and Development (IFRTD) is supporting Practical Action to disseminate the outcomes of their two-year programme. A recent external review of the IFRTD has described it as *“one of the most effective and efficient networks to have emerged in the development field”* that is *“in a unique position to help forge alliances and promote pro-poor rural transport policies”*². Practical Action are utilising the IFRTD network to find a wider and strategic audience for their programme outputs, encouraging new audiences to think beyond conventional frameworks, to find creative, yet practical ways of building on existing experience and adapting tested solutions to the particular needs of poor people who are deprived of adequate transport services.

² External review carried out by IISD in 2004. For more information please refer to www.ifrtd.org

DAY 1: MONDAY, APRIL 4, 2005

INTRODUCTORY SESSION

Mr Rafael Escobar, regional representative of Practical Action Cajamarca, welcomed participants coming from such varied places around the world and invited them to feel at home and share their expertise with each other and with local people.

The chief guest, the Hon Mayor of Namora, Mr Leandro Pérez Ocas inaugurated the workshop. He invited all participants to visit Huanico, a remote community that is part of Namora municipality and that receives support through Practical Action's EC funded programme.

Theme: Situation review and problem analysis identifying the role of the community in transport management and understanding limiting factors that can be addressed



PLENNARY

Upali Pannilage, Programme Leader of Practical Action's EC Block Programme, made a keynote presentation on community participation in transport management. This presentation is summarised here:

Upali began by introducing aspects of 'Community Participation'; its multi-dimensional nature, the shift from communities as passive recipients to active participants, and the modern perception of community participation as an important aspect of good governance. Community participation is important because it introduces local knowledge and local needs, allows the generation of solutions that are applicable to local resources, improves the transparency and acceptability of transport investments, contributes to capacity building, reduces dependency, and enables the transfer of skills to develop sustainable livelihoods. He highlighted the importance of taking into account the transport needs of the population, for example their subsistence, social, economic and service, related activities. A proportion of these transport needs are met by tracks and footpaths, intermediate means of transport (IMTs) and conventional public transport.

The transport needs of poor and marginalised people are often overlooked by national transport policies. Connectivity and pro-poor transport options for rural communities need to be taken into account and communities involved in development and decision making processes. Practical Action's EC funded programme covered various mobility projects in countries across three regions;

- gravity ropeways for hill communities (Nepal)
- improved capacity for rural communities to manage bridal paths (Peru)
- improved river transport in char areas (Bangladesh)
- improved access and mobility for tribal communities (India)
- enhanced capacity for isolated communities to meet access and mobility needs (Sri Lanka)
- and improved access to markets and services for isolated Massai communities (Kenya).

Participation, a key factor in sustainability, includes people's involvement in decision making, implementation, benefit sharing and programme evaluation. All the projects under Practical Action's programme have aimed to achieve this level of participation. In decision making the community can select transport interventions that meet their needs (Sri Lanka), decide on operational plans in consultation with other stakeholders (India), decide the operational aspects of the interventions (Sri Lanka) and the time frame, and maintenance of interventions (Nepal and Peru). In the implementation of transport interventions communities can participate in the financing (Sri Lanka), labour (voluntary or waged) (India and Sri Lanka), material collection and contribution (India and Sri Lanka), ideas and/or advice (Bangladesh). Communities should have discussion and meetings

locally to establish monitoring and evaluation systems. VDC's, CDCs and ADCs should be involved in project monitoring and should make a participatory impact assessment and evaluation.

Among the main impacts of community participation are: increased social responsibility, increased employment opportunities and income generation, improved access to public services and service providers, travel time and cost savings, increased prices for products, group cohesion, acquisition of knowledge and skills. Challenges in establishing community participation include how to develop sustainable partnerships, the integration of community participation into mainstream transport systems, bringing community views into policies and relations, and scaling up community participation.

Questions and answers:

Is there a method for monitoring the reduction of travel time? Yes they used PRA; focus group discussion, social mobilisation.

Have indicators been developed for the monitoring process? These have not yet been developed. Currently communities in these projects are just using their own monitoring systems through meetings.



GROUP WORK

Following the presentation, participants worked in groups to identify community stakeholders and their role in order to meet their transport (access and mobility) needs. Also, to discuss the effect and relevance of their role, their capabilities, who hears to who and possible conflicts of interest.

They also worked in groups to identify priority issues when aiming to manage transport with community participation.

Different groups developed specific strategies to enhance community participation in transport management and identify channels and means to influence key stakeholders.

Subject to the priorities agreed by participants groups considered discussing some of the following questions:

- What strategies can be used to expand the involvement of the community?
- What approaches can be used?
- How can they link or be part of the decentralisation process?
- What actions can be taken to enable the community to manage their transport?
- What indicators can be used?
- What changes are necessary in policy? How can these be stimulated?
- What systems exist for sharing information and increasing capacity? How can these be supported and developed?

DAY 2: TUESDAY, APRIL 5, 2005

Theme: How best to address the problems of community participation in transport management

On day 2, participants listened to successful experiences from various transport programmes that have addressed key community participation issues. Five invited presentations from; ITDG Bangladesh, BITS India, SEWA India, SSATP Cameroon, and Provias Rural Peru, highlighted the role of communities in transport management, the challenges their programmes have faced and the lessons learned. The participant from Cameroon was not able to attend so his presentation was shared in written format alongside the other presentations. To build upon this session other workshop participants were given the opportunity to share their experiences on day 4. Summaries of the day 2 presentations follow:



Sharing experience from the project entitled “Improved water transport in the char areas of Faridpur, Bangladesh”

By Shamim Hasan, ITDG Bangladesh

The project's main objective is to develop and promote inland water transport as an integral part of achieving self sufficiency and development for the communities of the char (sand bar) areas of Faridpur. Specific objectives are to identify appropriate transport interventions, to build capacity among the char communities, and to influence local authorities and other stakeholders. The project targets a population of around 50,000 that live over 48 km² of char lands in Faridpur. Bangladesh is a floodplain country. 40% of its area is covered with water (rising to 60% during the rainy season), land is scarce and often the poorest people have no other option than to settle on the transient char lands. Chars are remote and vulnerable areas unconnected by road or rail to each other or the mainland, water transport remains the sole means of mobility and poor transportation hinders the livelihoods of the Char dwellers.

Using PRA (participatory rural appraisal) the project identified, assessed and prioritised the needs of the community. Mobility and access issues were assessed and suggestions were made to improve them. Leadership potential within the community was also assessed and a community group was formed to manage their own transport affairs and form the link between the community and transport service providers. Issues of access and mobility were assessed and suggestions to improve them were made.

Tradition and culture affects the nature and extent of community participation in transport management. Cooperation and social action, social capital, the acuteness of the transport need, the prevalence of community organisations, are all factors that affect the level of participation. Project activities carried out since 2003 demonstrate that improving the management of water transport and improving the livelihoods of the poor and marginalised people of char land are interdependent. The major problems highlighted by the people were inadequate and infrequent number of boats, high fares, lack of organisation, lack of credit, lack of skills for the repair and maintenance of engines, and the control of ghats (landing stations) by power-holders.

The people responded by forming Transport Committees (TCs) building on community participation involving all relevant stakeholders. The transport committees have succeeded in motivating the people to act on transport related issues. A number of community capacity building activities have been undertaken to enable the people to understand and have the ability to solve transport related issues by themselves.

Among the key lessons learnt were :

- The development and success of the TCs relies upon wide representation from different strata of the community.
- A sense of ownership in the TCs is essential to motivate the drive to resolve the community's transport constraints.
- A combination of improved information, communication, raised awareness and momentum will contribute to sustainable community action
- Developing project partnerships with existing NGOs with understanding of the local context will contribute to the sustainability of rural water transport initiatives.
- A credit policy in favour of the poor communities is necessary to encourage water transport services and infrastructure.

As these community organisations are in the process of building their capacity it will be some time before they produce tangible results. Sustained community participation will depend upon strong interest and the will to engage and collaborate with all relevant primary and secondary stakeholders including government line departments. Early implications of the project are that local boat makers have been involved to improve their skills, and that local entrepreneurs have expressed enthusiasm and interest in the manufacture and maintenance of country engine boats. Through the construction of country boats the project has been able to make improvements to quality, safety and comfort. There has also been improvement of the transport system in the rainy season, particularly during floods, and the project has successfully established effective links for influencing policy and legislation.

Recommendations from the project include the prioritisation of water transport issues with measures taken to revive the sector's role in national legal and regulatory frameworks. Also the provision of credit for country boat owners, infrastructure facilities, a greater focus on safety and greater involvement of a broader range of stakeholders in transport issues, including community based initiatives and the private sector.



Planning Access and Mobility with the Community – The application of Intergrated Rural Accessibility Planning (IRAP) in Rajasthan, India.

By Ashoke Sarkar, BITS Pilani

Accessibility depends upon a community's mobility needs and the location and quality of facilities. In response to this, a new rural transport analysis tool has been developed called Integrated Rural Accessibility Planning (IRAP). IRAP focuses on the transport needs of the community and is not demand-based. It is based on a participatory approach, with local people involved at all possible stages and training provided at various phases. It collects data such as the general socio economic context, the location and quality of facilities, the nature of existing transport infrastructure and services, and the travel patterns of the community and their priorities.

This planning tool was applied in three panchayats (communities) in Surajgarh Block, Jhunjhunu district, Rajasthan, India. Sectors considered were water, education (primary school) and health (medical facilities). The results of the data collection revealed participating villages to be as small as 60 households, and as big as 700 households. Six of seven villages in the study have a primary school but none have a secondary school or a primary health unit. Distances to selected services range from 7 Km to 12km. A map was drawn identifying the positions of infrastructure and services. Water collection was carried out on foot with journey times ranging from 5 minutes to 30 minutes. Some primary schools have 1 teacher per 30 students while others have only 1 teacher for every 112 students. In emergencies motorised transport options are jeep or bus with a minimum travel time of 25 minutes, sometimes up to 90 minutes to reach a health centre.

Villages were prioritised according to population, travel time and quality factors, with scores given for each factor. Formulas were applied to the scores to calculate priority indices for access to water, education and health. One particular village had the highest scores on access to water, education and health. Solutions to this were then discussed with the villagers. Using a comparative table of alternative solutions for improving access to water, the villagers reached agreement.

Key Lesson Learnt: IRAP is a planning tool to be applied at community level, however to be more effective it is important that it is integrated in district and other plans.



Community, Gender, and Access to Services
Mapping the Interplay of Women, Water and Transportation in Arid Areas,
by Neeta Patel, SEWA India

The objective of this project was to assess the existing relationship between women, water and transportation in the rural district of Banaskantha. Banaskantha is a drought-prone district in which women hold the primary responsibility of providing water for domestic and sometimes agricultural and industrial use. SEWA sought to uncover how the availability and utility of transport facilities affect these responsibilities, with the ultimate goal of improving the potential for economic and social development of the women in Banaskantha. The study used four main methods to obtain data: background reading, informal group discussions and interviews, a Participatory Evaluation Writings (PEW) workshop, and discussions with representatives of both the Gujarat Water Supply and Sanitation Board and the Gujarat State Road Transport Corporation.

Banaskantha is an arid, land-locked region north of Gujarat, India, which experiences floods every alternate year. With 1375 villages and 5 towns, 92% of the population is rural. Agriculture is the main activity and migration could reach high numbers. Approximately half the population is female, most self-employed and surviving on wages earned from whatever work they can find. Only 11% are considered literate. The rural economy is very much interwoven and interlinked, village to village contact plays a crucial role in strengthening the communities and socio-economic development of the region.

Each monsoon approximately 40% of state transport operated bus routes are temporarily terminated, because the roads are not navigable. Even private means of transport such as jeeps reduce their trips. Travel to places of employment becomes difficult and women have to walk to the nearby town Taluka to procure their daily ration and head load it back. Often women have no option but to buy from local private traders at exorbitant prices. The non availability of a formal transport service has negative effects on female headed micro-enterprise as their produce and products cannot reach the market.

Even though women take on responsibilities such as fetching water, taking care of children, feeding and caring for animals, tending to the fields, bringing necessities from outside the village and generating income for the household, their access to transport planning is very limited. Major transport costs are measured in terms of time, money and sometimes the nourishment and nutrition of the family. Among the effects of transport deprivation is the transference of time and energy from household and income-generating activities.

Banaskantha women have no option but to head load water for their households, several trips daily to the water source, at the expense of time spent with children or on household duties. They suffer from chronic backache, foot pains and fatigue, skin and other types of diseases caused by lack of sanitation. Young girls' growth and development are stunted. As a solution to this problem local water sources were revived by a village water committee comprising 80% women and 20% men. Traditional methods of water harvesting were re-established and new methods introduced.

Other interventions involved the organisation of a community managed transport cooperative to secure the transportation of their produce and products to the market. A health transport fund provides health transport facilities to the poor, to ensure timely access to health services. The transport fund understands that poor health limits people's capacity to generate income.

Among the project's recommendations are that women should be considered as economic players, and their needs must be taken into account during transport planning activities. In addition transport needs to be recognised in terms of its contribution to food security, and women's empowerment

through employment and timely access to medical care. IMT's are useful for the collection of water but rural roads need to be in a good condition.



Community Involvement in National Transport Planning
PROVIAS RURAL and Communities: Administration of Non Motorised Roads
By Raúl Torres Trujillo

The objective of this national programme is to contribute to poverty reduction and foster rural development, through the provision of improved rural road infrastructure and maintenance, by ensuring an economically sustainable system of road maintenance and by decentralising rural road management to local level. The programme also aims to promote the participation of the private sector in the development of complementary productive activities for the provision of rural road infrastructure. The programme started in 1995, the second phase will come to an end in 2006.

In the past non-motorised roads or paths in Peru have been built and maintained by rural communities through collective work. Road maintenance was made, in most cases, once a year near to the harvesting season. In 1995, when the Rural Roads Programme started, it envisaged to reconstruct not only motorised but also non-motorised roads or paths. The intervention had the following characteristics:

- It is planned at provincial level (the province is above district and community levels);
- It is participative. Investment priorities are agreed by mayors and community representatives at 'provincial prioritisation workshops';
- It is contracted. Execution of components is carried out by third party enterprises and consultants
- Studies for rural roads and footpaths and rehabilitation and supervision of rural roads, are all financed as follows; improvement of footpaths 70%, with 30% financed by the benefited communities; routine maintenance of rural roads 55%, with 45% cost paid by the local governments;
- It is sustainable. Investment and maintenance of rural roads are to be embedded in local government budgets as part of the decentralisation progresses;
- Has an efficient technological mix for road rehabilitation.
- It is integrated and is complemented by other type of public and private investments.
- It is decentralised and has a clear strategy.
- It generates employment by using labour based technologies and construction.

The intervention on footpaths has some particular characteristics. The studies on how to improve the footpaths were carried out by NGOs. They include technical engineering and socio-economic studies, the organisation of the beneficiary community into work teams, and the organisation of the community in Rural Road Committees (RRC) that will undertake the execution of the works. It has been established that 20% of the RRC should be women. RRC are registered as enterprises and have a bank account where money intended for path rehabilitation is deposited. The community's labour contribution is valued as 30% of the overall cost. At the end of rehabilitation, the community takes responsibility for maintenance. Community Participation is demanded by the programme to validate the decisions made at provincial level.

The improvement of rural roads and footpaths had different impacts on transport, access to public services, productive activities, employment, migration, poverty and environment. Different indicators were used for each of the expected areas of impact, type, duration and hypothesis of the impact as well as an overall scoring of the impact at the end of phase one. Most of them were positive. Some negative impacts were expected on transport and the environment, but they didn't turn out as such.



Business Management of Rural Roads, Huanico, Peru
By Castinaldo Núñez, Saúl Ramírez, Rafael Escobar, Practical Action Peru

A presentation was made by Castinaldo Nunez of Practical Action Latin America to introduce the field trip location, objectives and programme.

Introduction

Huanico is a rural settlement, poor and isolated, in the northern highlands of Peru, between 3,400 and 4,000 metres above sea level. It is part of Namora district, which is within Cajamarca province. Despite a Rural Roads programme being implemented by the Peruvian government since 1995, they have not benefited from it at all. Their trails and paths are all in a poor state and 'maintenance' is carried out during the rainy season, when transiting on them becomes impossible. ITDG ENISER has helped implementing a Rural Road Management Model Project in Huanico, with a view to find sustainable solutions to their transport problems, including the regular maintenance of rural roads. It has involved improving community organisation skills and seeking mechanisms to develop the motivation and management skills of beneficiaries, together with local public and private institutions. This with the aim of reducing transport costs, gaining better access to the market and services and, consequently, improve the socio economic and production conditions. The project's sphere of influence comprises six settlements with a total of 500 families as project beneficiaries. Families in Huanico earn an average annual income of US\$180, farming being the main activity and the sale of milk the main source of income. The financial structure is also linked to trading activities. Because of its location, Huanico is a very important town in the region, since it is a strategic market for trading agricultural products at the fair held every Friday.

Institutional context

The Delegated Municipality of Huanico is the most important institution and the Milk Suppliers' Committee is the most influential local organization. Although there are other organizations and institutions, such as the Justice of the Peace, the Alderman's Office, the Church, PRONAMACHCS, The Parents' Association, the Mothers' Club, the Peasant Patrol, among others, they have no decision-making powers as far as political decisions are concerned. The Delegated Municipality is the most powerful institution, which is in charge of the Municipal agents of each settlement, who have devoted themselves to directing community maintenance work on bridle paths. The Milk Suppliers' Committee, comprised of a large proportion of the population, is the most well-established organization. Its members are the milk suppliers of Route 22, the main access being the 22 km. Huanico-Cruce Cumulca carriage trail. The Central Management Committee of Huanico has just been formed, which carries out management work and supports and coordinates the project's activities. This committee includes leading members of settlements that belong to the Encañada and Gregorio Pita districts, with whom coordinated work is taking place.

Problems

There are two well defined groups in Huanico with political power, which create division amongst the population. The project has placed priority on solving the conflicts between the two groups. Main barriers that have restricted the development of the are: the low level of organisation of the population and its grassroots organisations, the lack of coordination with local government authorities (municipality), the poor state of the carriage trails and bridle paths, an underdeveloped market and limited access to infrastructure and services. Except for the days of weekly fairs, public transport is scarce, with two vehicles a day on average, for cargo and passenger. As far as trading is concerned, traditional marketing channels prevail, whereby large dairy companies, middlemen and, finally, consumers benefit from the values created by peasant farmers. The main access road to Huanico and to the main markets in the province and the department is 22 Km, in such a poor state that it takes no less than 3 hours for the usual milk truck to get to Huanico. Bridle paths have not been maintained for at least three years.

The following strategies were proposed for project implementation purposes: i) develop a participatory process to encourage community involvement in the different activities to be implemented; ii) create institutional support so as to work effectively within a framework of coordination and concerted action between all the social agents involved in implementing the model; and iii) improve the accessibility and livelihoods of poor people in Huanico, through the design, approval and dissemination of a rural road management model based on stronger and more involved local governments and community organisations and the use of local material and resources.

In the proposed management model, consideration has been given to the incorporation of a local company so that Huanico can start generating its own development, based on the direct participation of local users who will be making an investment, but they will also receive financial compensation for services rendered.

Proposed Rural Road Management Model

Within the decentralisation process and in keeping with the Municipality Act, local governments should comply with assigning planning, construction and rural road maintenance duties and responsibilities, depending on the budget available, which is usually limited and dependent upon funds being transferred by the central government. In view of the circumstances, the active participation of the population is essential; furthermore, local governments and other agents must improve their capacity to negotiate with various public and private institutions and financial organizations, in order to raise the funds required for the overall work, efficient expenditure and social investment.

The proposed "Rural Road Management Model" also considers the participation of a local micro company, which should be incorporated and duly trained to carry out effective routine rural road maintenance work and services, providing the opportunity to create jobs in the community and the assurance that the work will be effective. Taking advantage of the work and experiences of PROVIAS Rural in transferring road projects to local governments, planning and road management skills must be developed so that Huanico can be considered in the Provincial Road Plan of the Provincial Municipal Road Institute.

The implementation and operation of this management model will mainly involve the District Municipality of Namora, the Delegated Municipality of Huanico, the Central Management Committee of Huanico, Nestle Peru S.A., The Route 22 Milk Suppliers' Committee, the Peasant Patrol, the micro company responsible for the management, and users.

The structure of the Rural Road Management Model includes:

- a fundraising and control unit, formed by the municipality of Namora, delegated municipality of Huanico, Huanico's local government, Nestlé, milk suppliers committee and peasant patrol, in charge of managing funds and control and provide assistance in negotiating funds for maintenance of rural roads;
- a management unit, led by the central management committee of Huanico, and in charge of ensuring maintenance of main road, ensure organisation of users and capacity building on road maintenance, supervision and control, sign agreements and coordinate with the fundraising unit;
- a maintenance service company, led by a private micro enterprise, subject to supervision and control by the management unit; and,
- users, population in general, producers, milk suppliers, merchants and transport service providers, all of which can provide support with money or in kind for maintenance of rural roads .

At different levels of the **promotion and training process**, the acceptance of the proposed management model is of prime important for the sustainability of the project. We consider financial contributions to be one of the fundamental components to ensure the sustainability of the model. However a great challenge, given the lack of funds, the limited flow of traffic, the negligible support from local and regional governments, and so on, funds could be obtained from several sources like contribution from families, suppliers, percentage from milk price, Nestlé, toll, municipality tax. With an estimate of potential income of US \$360 monthly and considering a labour-intensive maintenance service, it is possible that the model succeeds.

Conclusions

Although rural transport is of prime importance for the economic and social development of an area, priority is usually placed on the infrastructure rather than on the management and maintenance of the roads. Local governments, public and private institutions and grassroots organizations must not only participate in road construction, but mainly inn maintenance work and community organization, in order to ensure that the works provide the population with more opportunities to gain access to markets and other basic services.

The main barriers that have restricted the development of Huanico are the low levels of organization of both the population and organisations, the lack of coordination with authorities and the poor state of the trails and bridle paths. Consequently, the project intends to improve and strengthen the population's organisation skills, based on experiences and existing organisations involved in the road maintenance work partly achieved.

Of all the existing organizations in the area, the most representative one is the Fresh Milk Suppliers' Committee, whereas the Delegated Municipality is the most representative institution. Coordinated work is taking place with both these entities.

The poor state of the main carriage trail has always caused problems for the local marketing process and the population's access to infrastructure and services. Maintenance can make a difference but it needs to be done on a regular basis, especially during the rainy season.

The various experiences of public and private institutions (i.e. PROVIAS and CEDEPAS) are important in the sense that they provide management guidelines to promote projects based on inter-institutional relations and stronger local organizations. Strategic partnerships are needed with public and private entities committed to improving the potential of road networks, economic corridors and, consequently, to the development of underprivileged towns.

Although the introduction of a private company in the rural road maintenance management model has been applied in Peru and other Latin American countries, the specific conditions of Huanico (low income, a limited flow of traffic, negligible contributions from local and regional governments) pose a challenge as far as its application and sustainability are concerned.

DAY 3: WEDNESDAY, APRIL 6, 2005

Theme: Learning from a local community – Field visit

Day 3 put the workshop rhetoric into context, with a field trip to identify which of the key issues for involving the community in transport management have the greater potential. The majority of participants visited the community of Huanico in an area where Practical Action Latin America has been working for the past two years. Meeting with a variety of stakeholders from the community (women, men, children, peasants, operators, users, government etc) participants discussed with them their use of the road that links Huanico with local market centres, their role in the management of that road, their transport constraints and what solutions they envisage.

A smaller group of participants visited Cumbe Mayo, a village quite close to the town of Cajamarca where the national rural roads programme Provías Rural has recently rehabilitated the access road.

Questions given to the workshop participants as prompts for their interactions in Huanico and Cumbe Mayo included:

- What are the mobility needs of the population? (Remember stakeholders that may not be present – women, children, the elderly, the disabled).
- What are the mobility constraints?
- Does the road meet all their transport needs?
- How do the community use the road?
- What problems and conflicts are related to the use of the road?
- What solutions do the community propose?
- What have been the benefits of their involvement in the management of the road?
- Is maintenance being carried out? By whom? Who funds it?
- Have transport services or IMTs been used/considered?

DAY 4: THURSDAY, APRIL 7, 2005

Theme: Learning from experience and defining realistic, practical ways in which participants and their colleagues can influence the situation

Field Trip Review

The final day of the workshop began with a review of the two field trips. The presentations and discussions are summarised below:

Huanico

Stakeholders interviewed in Huanico included teachers and students from primary and secondary schools, the local nurse, the local milk committee, and the community itself. Students and the general community reported mobility needs within the village and its surrounds. Some students from the secondary school live as far as two and a half hours on foot from the school. The teachers and nurse who are originally from Cajamarca (the nearest major city) and need to go back to visit their families, and the milk producers who want to go to the city, have mobility needs outside the community. The main means of transport within the community are walking and the use of donkeys to carry milk. To go outside the community, the milk truck is used to carry both milk and passengers.

Teachers reported back problems from travelling on the milk truck (on the milk pails) but there is no other transport option. The journey from Cajamarca to Huanico (one way) costs ten new soles per person and takes 14 hours sitting on top of the 'porongos'.

The main economic activities for the Huanico community are farming (milk) and agriculture (potatoes). The village hosts an important 'feria' (Market) once a week. The main development constraints identified by the community included:

- The government not listening to them
- Their lack of information 'knowledge'
- The scarcity of water (summer drought)
- The bad state of the road and lack of comfortable transport services.

The road was constructed 40 years ago and is managed by Nestlé and the community with external support from Practical Action Cajamarca. The community receives small financial contributions and support in kind from the 'rondas campesinas'. Among the solutions they propose are a water harvesting programme and the rehabilitation of the road to encourage improved transport services. From observation workshop participants also noted the potential for local women to develop their production of woollen goods for sale.

A question was raised based upon the financial data provided in Provías' earlier presentation to the workshop. To rehabilitate the Huanico road would require an investment of US\$ 350, 000 yet this would only benefit a limited population. Is it therefore a good investment for funders?

Workshop participants recommended to Provías Rural that the Huanico road should be included in their inventory. Provías responded to say that their interventions are based on planning and not demand. There is a scarcity of resources, not enough to cover all of Peru's rural road rehabilitation needs. Provías hold prioritisation workshops with the Mayors of provinces & districts who are responsible for the prioritisation not Provías. Provías then executes its plans based on the mayors recommendations. It is therefore necessary for the people of Huanico to lobby the provincial government to prioritise the road.

Key Lesson: It is important to understand the underlying decision making process before lobbying for changes in policy.

Cumbe Mayo

As in Huanico, the main activity is agriculture but only for domestic use. Employment levels are very low. Men are often hired for construction services in the city of Cajamarca, women take charge of agricultural and household activities and children offer help to tourists. Basic facilities such as electricity and water are scarce, access to health and education is limited. There is no community-based organisation, and no government programmes or NGOs are active in the area. Overall the community were not very positive.

The 19 km of road rehabilitated by Provías Rural between Cajamarca and Cumbemayo benefits three communities: San Vicente, Cumbe and Urubamba. The road is used by 20 to 25 motorised vehicles daily and is maintained by a micro enterprise. A path was also improved and has been heavily used by pedestrians and donkeys. Some neighbours stated that the prioritisation of the improvements to the road was made without their agreement.

The visiting workshop participants identified four key stakeholders:

- The micro enterprise for road maintenance
- local users
- external users
- and Provías Rural (government programme).

From the stakeholder analysis completed for the rehabilitated road it can be said that the micro enterprise and the government programme were most involved in the management of the road. Among the limitations mentioned by people interviewed were that the micro enterprises needed vehicles to carry material, public transport fares are too high, and that the relationship between transport services and users is non existent.

Proposed solutions include; the local government providing the needed vehicles, responsibility for livelihood improvement being delegated to a representative of the community, and the strengthening of local organisation capacity. Although the micro enterprise and the government programme felt that having a smooth transit on the road was positive, local users felt indifferent to it.

A similar analysis was made for the path. Instead of a micro enterprise for road maintenance there was a rural road committee, with other stakeholders including local and external road users, Provías Rural and the local and community governments. Around the path, the rural road committee sounds more active, but it is limited as it does not carry out routine maintenance work. The organisation at community and government level is weak and therefore the community itself does not participate in any road maintenance. Solutions proposed include strengthening institutional capacity, involvement of external users in maintenance management and the delegation of the responsibility for path management to the local government.

The group looked at the potential for the involvement of the Cumbe Mayo community in the management of their rural roads and paths. They considered sustainability (investment and maintenance), ownership, transparency, development of social networks, resource generation (labour, materials, financing), and funds management. From this exercise they concluded that rural roads had greater potential than paths for sustainable management by the community in this context.



COUNTRY PRESENTATIONS

Presentations were made by workshop participants from Kenya, Nepal and India:

Reducing Isolation in Magadi, Kenya

By Isaac Oenga, Practical Action Kenya

Transportation occupies a central position in the social-economic and political development of any nation. In the rural areas, it remains the most popular denominator of all activities, constituting an entry point into rural economic development. In spite of the important role that transport plays in development, very little attention has been given to promotion of appropriate modes that meet the needs of the rural folk. In Kenya, like other developing countries in Sub-Saharan Africa, very little has been done to support appropriate and affordable means of transport. Transport planners have failed to take sufficient account of mobility needs of the rural poor in their processes. For instance, landmarks in the road policy evolution include the introduction of a road maintenance levy fund and axle-load limits, with very little emphasis on non-motorised infrastructure. The inclusion of community participation in maintenance of roads is also poorly articulated and not followed by significant actions. There is fragmentation in the institutional framework within which such maintenance work is programmed.

Because of the inadequate and inappropriate transport systems in rural areas, their potential has remained unlocked as the available limited resources are under-utilised due to lack of access and linkages to markets and services. An interaction with isolated communities in Magadi where Practical Action - East Africa works, shows that i) major highway development and minor roads programmes have characterised the Kenya road policy but this has not been felt in the interior, ii) several transport and roads policy reforms characterising the last two decades have a token mention of community participation and engagement. Most development has remained top-down and fragmented, iii) communities have a re-wakening to participation and are willing to make a contribution in terms of time and labour.

Magadi is characterised by a poor road network and lack of maintenance and transport services, which severely hinder mobility. The local communities are predominantly pastoralists who walk as far as 15 kilometres to access basic facilities such as health, education and water. The impact of introducing appropriate transport technologies and systems has been felt in the two years of the project. Through the use of intermediate means of Transport (IMTs) such as donkey carts and bicycles the economic and cultural landscape of the Maasai who have gradually adapted to the new technologies has changed. The overall framework within which the process has operated is that of linking government institutions to private sector partners and building the capacity of local communities to utilise the new technologies. Improved access to basic services has improved; communities have gained confidence in using the technologies; there have been strong institutional linkages at the micro level and most of all, an unbundling of what IMTs can do to change a local community.

Lessons learnt

Any transport system that does not take into account the diversity and uniqueness of the mobility demands of rural communities can not yield much success in improving their living conditions. Local communities are willing to participate in development activities geared towards improving their living conditions and any attempt to introduce such initiatives should begin with capacity building to put them at a better level to take part in the implementation process.

Any development initiative should also take into account cultural issues of the rural communities if it is to get the much needed support and good will of the locals. Initiatives that do not site well with the cultural traditions of communities are often met with resistance and outright refusal and much needs to be done to tailor the minds of locals to appreciating the development value of such initiatives.

The local economy is a stumbling block to the acquisition of new technologies as seen by the willingness of locals to adopt several IMTs, only to be pulled down by their poverty status. There is more to achieving sustainable development than the promotion of appropriate technology alone -

harnessing the benefits of technology is part of a wider, social, economic and political process which requires institutional linkages with other development partners.

Suggestions – implication for policy and practice

Future national policy initiatives should focus on the effectiveness of participatory approaches to community-managed transport initiatives. The project was a modest attempt to fill the missing link between motorised transport, which has proved ineffectual in addressing the mobility needs of the community, and non-motorised transport. In planning for rural transport development, it is suggested that measures for policy formulation that combine top-down requirements from the Government and bottom-up requirements determined from the participation of stakeholders, including the poor men and women in rural areas, need to be taken into account. Provision of rural transport infrastructure and planning processes should be viewed within a broader context of rural development with emphasis on village-level infrastructure vis a vis footpaths and footbridges using local resources. There should also be a vision for a long term balanced and integrated transport system, which can address the present deficiencies and at the same time meet future mobility requirements of the rural population. Policy initiatives should address questions of integrated transportation, fiscal decentralisation and road asset management as well as private sector participation.



Community Participation in Transport Management, Ropeways in Nepal ***By Mahendra Bijukuchhay, Practical Action Nepal***

Nepal is mainly a country of geologically young hills and mountains, which necessarily demands a huge investment and entails some risks in developing a road network to provide services to sparsely located settlements. In most of the hill and mountain areas, both the communication and transport of goods are carried through pedestrian trails by human and animal (mule and goats) carriers. Improving accessibility in the hills and mountains of Nepal has been one of the main development challenges of the country. It has been really necessary to develop, adopt or replicate affordable, accessible and appropriate modes of transport in the rural hills of Nepal to contribute towards improvement of livelihoods of rural poor people.

For the transportation of goods, Gravity Goods Ropeways have been introduced by Practical Action Nepal in Mustang District. They are one of the most appropriate, affordable, efficient, simple and locally managed transport system for poor communities living in isolated areas of highland Nepal because they:

- Operate by gravitational force without the use of external power or energy;
- Benefit small farmers, labourers, porters, petty traders and local small producers as they increase market linkages for rural produce, and also increase income opportunities (increase more farming and trading activities);
- Increase income, save transporting time and reduce drudgery;
- Increase the livelihood opportunities of poor rural communities and reduce their transport burdens;
- Can be managed locally with a short capacity building processes and;
- Can be maintained with small collections from user charges.

The overall objective of this operation is to increase agricultural income for isolated mountain and hill communities in rural Nepal through improved transport options. This is achieved through a wide range of activities:

- establishing participatory technology development to improve and adapt gravity goods ropeway system locally by training for system construction and operation
- building local/community capacities on locally managed transportation and marketing of goods
- facilitating partnerships between local farmer groups and the local administration

- influencing local and national policies for pro-poor alternative non-motorised transport technologies.

The project period is for three years which will demonstrate 3 gravity ropeway systems managed by local community user groups in central and western hill districts namely Mustang and Dhading of Nepal.

Mustang³ and Dhading⁴ districts lie respectively in the western and central development regions⁵ of Nepal. The population of these districts in 2001 was 15,000 and 320,000 respectively. The livelihoods of 43% of the poor communities living in these hills depends upon traditional forms of subsistence farming. As stated above, inaccessibility is one of the major factors contributing for the persistent poverty and isolation in these areas. The mobility of people living in Mustang is mainly dependent on mountain foot trails via which it takes two to three days walk to reach the nearest market and road heads and the main transport in this isolated area is by mule carrier or by porter. In Dhading too, the communities are dependent on manual porters and hill trails to transport their farm products to markets.

Key Stakeholders

The project involves various stakeholders - local governments (District Development Committee - DDC), local leaders and the beneficiary communities. The DDC's involvement is necessary for the ropeway alignment as it passes through public lands, and also for resource leverages. The target communities are the key stakeholders and are actively involved in the process of ropeway planning to its sustainable management. Community participation is ensured through community mobilisation, organisation building (formation of ropeway management committee), and enhancement of the capacities of the ropeway management committee for building, operating and maintaining it. Capacities of communities are also built to link with local NGOs and District Development Committees.

Achievement

So far, the ECBG project has installed one ropeway in Kunjo VDC of Mustang District. The people of Kunjo VDC through the ropeway management committee demonstrated the workability of the gravity goods ropeway through contribution of labour and local materials. The ropeway management committee has created an operating/maintenance fund through user charge, with a local operator being trained during the ropeway installation. The ropeway has directly benefited 600 people and indirectly 400 people from neighbouring communities, Agricultural incomes have increased as they can use the ropeways in all season for carrying the produced goods as well as services (fertilizers for farms).

Constraints

Physical constraints – technical feasibility for single spans is necessary, because it operates in a single span, the gradient (slope) and vertical distance should be maintained in order to avoid sagging of ropes and smooth operation.

Institutional constraints - The local government resources need to be leveraged however the technology must be proven to be workable with many examples.

Lessons Learnt

- Active participation of the community and local acceptance of technology is must for smooth implementation which also generates sense of ownership among communities for the asset.
- From the use of gravity ropeways, the communities in Kunjo have saved about Nrs. 40,000 per week which is otherwise spent on the porters to transport their goods.

³ Mountain District in the western Development Region

⁴ Mid-hill District in the Central Development Region

⁵ There are five development regions in the country (Eastern, Central, Mid-Western, Western and Far-Western)

- Villagers have saved hours of their time which can now be spent on more farming and value-addition activities.

Impact

- Utilisation of waste land in farming agriculture product due to improved market access for produces.
- Increased community cohesiveness due to social and community development work.
- Local market centre developed (collection centre for produces) for selling their agricultural produce which has created marketing knowledge for poor people at local level.

Recommendation

Community participation is crucial for the decentralised management of rural transport systems. Community capacity building is important for them to be able to accept and adapt technologies, to construct, own and maintain them in the long run. Capacity building needs may range from orientation about technologies, organisational development including group management, financial management, operation and maintenance, to lobbying for political and regulatory changes. It is also felt that technology needs to be researched for improvements in the future such as technical studies for longer spans with intermediate poles, use of steel poles for longer operational life of landing and top stations.



Community Participation in Transport Management – The Orissa Model

By Prabir Pattanaik

Introduction: Orissa lies on the east coast of India. About half of the total population of the world's indigenous people live in India and Orissa occupies a unique place in the country for having the largest number of tribal communities. Tribal communities are confined to the hilly and remote areas. They are the most vulnerable and almost all of them live below the poverty line. Sizeable tribal populations, particularly those living in hilly terrains, are physically excluded due to a lack of connectivity. To address the problem, Practical Action formally started its operation in 2000 in Orissa with an access study on tribal communities.

The Project (Improving Access and Mobility of Tribal Communities): The overall objective of this operation is to improve the conditions of isolated tribal communities in rural Orissa through improved access. Activities such as; community based construction and maintenance of village roads using labour based technology, development and dissemination of IMTs, and community capacity building, are the basis for community participation in transport management. The project process is for three years starting from 2003.

Key Stakeholders: The project involves multiple stakeholders namely government, Panchayati Raj Institutions (local government), NGOs and the community. The target communities are the key stakeholders and are actively involved in the process of planning for sustainability. Community participation includes social mobilisation, organisation building, and enhancement of community capacity, community ownership and maintenance of assets.

Community based organisations are promoted from village to project area level with representation of youth, women, local government representatives and community leaders. Potential community volunteers have been trained on labour based road construction and maintenance techniques, group dynamics, leadership development and simple accounting. The community has the major role and responsibility in every phase of the project. The project is being implemented through community based organisations covering all the aspects of decision making, planning, monitoring, evaluation, ownership and maintenance.

Achievement: The people of the project villages constructed roads applying labour based technologies and using local construction materials. A maintenance fund has been generated in each

village. The local government and community have jointly taken up the road maintenance work. The local artisans are trained to manufacture and maintain the IMTs. The launching of a community bus service is to be managed by community organization.

Constraints: Necessary government support has not yet been mobilised.

Lessons Learnt: Active participation of the community facilitates the process of smooth implementation and generates a sense of ownership.

Impact: The immediate impact felt is the increasing capacity of the community which facilitates the process of mainstreaming and sustainability.

Recommendation: Community based development projects need to be process oriented rather than target oriented and community capacity building is crucial for community participation, sustainability and mainstreaming of the development activities.



Community Parliaments in Rural Transport Services (RTS) and Poverty Watch Programme, a case for Kenya.

By Eston Murithi and Pascal Kaumbutho, KENDAT (Kenya Network for Draught Animal Technology) Kenya

Community parliaments are a partnerships innovation model (PIM) for the RTS project in Kenya. Members of the parliaments are church groups, donkey clubs, disabled persons, farmer groups, business women, farmer field schools, boda-boda boys, single mothers and other interest groups from the localities of Busia, Lari and Mwea. Each locality has a cabinet, with community defined ministries. They receive support from the KENDAT Consortium (KENDAT, Practical Action, IFRTD, HDC, EAGA, and ILO-ASIST) plus industrial and private sector support. They also receive support from the District Development Committee and policy collaborators.

How do the Community Parliaments work? Among other activities, the Parliaments develop links to markets, share and disseminate information, create partnerships, introduce high crop values, place IMTs to encourage use, and encourage communal rural road maintenance. The parliaments provide micro-financing, technology transfer (through Practical Action) expose farmers to visits, and care for water collection and storage.

Community parliaments make collective decisions and actions. Through an interlinked process, they identify community transport needs and requirements by prioritising, making choices and ranking preferences. The parliaments identify interventions, allocate resources; implement projects, monitor and evaluate to learn lesson and see what can be done better. Among the benefits are that Community Parliaments provide entry points for information, knowledge and technology; and also for development agencies (partners) looking to enhance community capacity in various ways. In addition they encourage support from other development partners, the private sector, NGOs, and enable policy influencing activities and therefore community emancipation.

The Community Parliaments receive financial input from the IFRTD's Poverty Watch Programme to create stakeholder fora. The facilitation of these community meetings to enhance participation develops community understanding of critical issues on rural transport which in turn leads to the adoption of appropriate interventions. Critical moves can be achieved, for example bicycle taxis as a means of livelihood, faster transport for farmers, more income for households. Critical agricultural learning is possible by the dissemination of agricultural production information to farmers. In addition exposure visits are organised to improve produce marketing.

Key lesson learnt: That partnerships, collaborations, and stakeholder participation are important approaches if rural transport projects are to achieve significant community participation and the project's envisaged results and impact.



RECOMMENDATIONS SESSION

After discussion from the presentations, participants were invited to make recommendations on how to improve or make sure communities are part of processes or activities that affect them.

Income Generation, Livelihoods and Sustainability

- Formation of women's group for economic activities (such as wool items production). If they have some income, they can contribute in cash for road maintenance.
- Incentivos para la creación de micro empresas de mantenimiento y rehabilitación de caminos
- Generate evidence of impact on livelihoods of transport interventions
- Generación de recursos para que el sistema sea sostenible
- Se debe analizar más profundo la sostenibilidad de microempresas y del evento salga propuestas y recomendaciones

Policy

- Fortalecer los vínculos entre comunidades y gobierno local de manera democrática
- Inclusion of community participation as a policy on projects aimed at reducing poverty and empowering the people
- La gestión en transporte rural no puede postergarse en ningún país
- Regulatory framework for rural water transport
- Definir y trabajar estrategias que permitan institucionalizar políticas públicas de las experiencias exitosas de gestión comunitaria.

Research

- To study why the 'prototypes' are not getting replicated in the neighbouring communities
- Define community participation so that we speak from the same view: check other sectors definitions
- Social and technical data should be collected for any type of community based work
- Study other sectors

Ownership

- La toma de decisiones para la conformación de las organizaciones de ser propia de la comunidad
- To inform community the cost of maintenance works: ownership
- Proponer a una o más municipalidades la implementación de proyecto piloto de mantenimiento y rehabilitación con participación comunitaria.
- Ownership related transport work
- Fortalecer en forma continua el proceso de apropiación de la comunidad
- Crear y promover procesos de planificación participativa
- Fortalecer en forma conjunta con gobierno/ONGs/donantes 'métodos o sistemas 'de 'apropiación comunitaria de la vía'
- Sentido de pertenencia

Process for Capacity Building

- Strengthening of local organisation
- Include community persons in such forums
- Common interest groups formed

Capacity Building

- Técnicos responsables de las decisiones

- Fortalecimiento a la gestión comunitaria
- Fortalecer la organización mediante procesos de capacitación continua (permanente)
- Capacitación a los actores de la gestión vial (autoridades municipales, transportistas y beneficiarios)
- Provision of ... cost
- Training to local committee on fund allocation: community, local and central government
- Community with supervision of specialised agencies
- Enquire from community themselves how they would like to participate. Do not impose!
- Capacity building for the groups
- Implementación de eventos de capacitación
- Community should be trained before implementing any new technology
- Invertir y promover el desarrollo de organizaciones comunitarias porque en muchos lugares están poco desarrolladas o son inexistentes
- Capacitación intensiva
- Implementar redes sociales comunitarias para apoyar a las organización en formación y capacitación
- Promover de manera permanente vínculos entre la comunidad y gobierno local
- Promote exchanges of experience and peer training between communities
- Exposure visit of community group to other successful projects for increase community participation in rehabilitation
- Networking

Information and Dissemination

- Documentation of best practices and wider dissemination
- Organise regional experience sharing workshops
- An issue of forum news to highlight key issues and lessons learned (in English, French and Spanish)
- Advocacy and publicity of the lessons learnt on participatory approach
- Bring case studies together: on web www.ifrtd.org, maybe publish bilingual o trilingual
- Information sharing with other key government officials on the experiences on community participation on project management from other countries
- Do not create. Maximise use of existing media: Forum News, IFRTD update, websites, CD-Roms, etc.
- Que se realice la sistematización de todas las presentaciones y trabajos grupales y sean entregados a los participantes.



COMMITMENTS SESSION

The recommendations were general ideas on how to improve activities related to effective community participation from discussion to decision-making levels. Following this, participants were invited to say aloud any idea, activity or action that would be within his/her reach to carry out.

Information and Dissemination activities

- IFRTD: Forum News, website
- ITDG UK: Will share the UN HABITAT best practice database with participants
- Provías Rural: Will include communities in their capacity building programmes
- IADB Paraguay: Will share outcomes of workshop and try to influence development programmes in an adapted way.
- Zimbabwe: Will put donors in contact with communities
- Kenya: Will engage community people directly in training and capacity building activities
- OVSWA India: IFRTD should link to PIARC
- SEWA India: will organise a workshop at block level

- Nigeria: The programme is benefiting from this workshop, it will influence new projects
- KENDAT: NFG to remain active in rural transport issues. Challenge NFG members (ITDG) to take the lead on a community participation approach
- BITS India: Will share the best practice of implementation of PMGSY
- Bangladesh: Advocacy on rural water transport, policy influencing and intermodal transport
- Helvetas Nepal: Will share recommendations with other organisations also working on these issues
- ILO Bolivia: Commitment with the people
- DANIDA Nicaragua: Will aim for long-term policy and strategies (higher technical quality); and will share information (an article for Forum News) on next stage of the project through IFRTD
- Peru: The community has its own particular way of being, market oriented projects have negative impact on the communities
- ITDG Nepal: Will promote the option of ropeways for government policy
- ITDG will contribute examples of best practice on how to influence policy

ANNEX i

ACRONYMS

SEWA	Self-Employed Women Association
PRA	Participatory Rural Appraisal
PEW	Participatory Evaluation Writings
RRC	Rural Road Committee
IADB	Inter American Development Bank
IBRD	World Bank, International Bank for Reconstruction and Development
BITS	Birla Institute of Technology and Science
IRAP	Integrated Rural Accessibility Planning (IRAP)
RTS	Rural Transport Services
IMT	Intermediate Means of Transport
ENISER	Energy, Infrastructure and Basic Services Programme

ANNEX ii

WORKSHOP EVALUATION

Before the workshop closed, evaluation forms were distributed in both Spanish and English to all participants. 25 forms, completed anonymously, were received – 13 in English and 12 in Spanish.

Participants were asked to assess 27 different aspects of the workshop on a scale of A (very useful, very good) through C (OK) to E (very poor). The information on the various forms was consolidated and the average responses were ranked using a scoring system. Responses were generally very positive, with the English-speaking group more positive than the Spanish-speaking group. Of 650 assessments made, 66% were very good or good and only 7% were rather weak or very poor. The

elements rated the highest were the overall impression of the workshop, the field visit, the group discussion on priority issues and the pre-workshop information. At the other end of the scale were the accommodation and food in both Lima and Cajamarca.

Below is a list of things that participants learnt during the workshop. The list is unedited and given in the original languages:

- Enhancing community participation
- Broad context on community involvement in transport management
- Gestión de transporte, gestión comunitaria
- Enfoques de 'participación comunitaria' y temas claves para insertarlos en proyectos
- Que los aspectos teóricos son muy diferentes a la realidad, a la práctica y que hay que tomar en cuenta primero a la población objetivo.
- The tension between populist / rhetorical claim to community participation and reality
- Que la participación de las comunidades en la gestión del transporte es importante
- Que hay que invertir en la organización de la comunidad
- La participación comunitaria sigue siendo manipulada y un mito
- Diferentes enfoques de sistemas de transporte y demandas
- Involvement of community at planning, implementation and M&E is a must
- Community participation in rural transport before and after donor funded projects is very low.
- For a successful programme, so many stakeholders are involved and they have their specific roles, that of the community should not be neglected and planning, designing, implementation, evaluation has to involve all stakeholders
- A dar mayor enfoque cuando se planifica un proyecto para tomar beneficiarios con capacidades diferentes
- Community should receive training
- Different projects, aims, objectives, achievements
- Cómo enfocar acciones en función de ayudar a la comunidad a elevar su voz
- Que sin organización comunal no es posible vivir armónicamente
- There is still a lot of work to make rural (and urban) transport policy pro-poor.
- Influencing government for policy advocacy
- Transport sector is perhaps moving into community participation later than others. It should look at learn from e.g. the water and energy sectors.
- La complementariedad de acciones es fundamental para el desarrollo rural
- Enfoque social para soluciones de ingeniería
- Many of the programs that are being ran in most countries lack the sustainability aspect.
- La implementación en varios proyectos de mecanismos que podrán garantizar adecuados niveles de sostenibilidad de las acciones.
- Sostenibilidad, ¡la gran incógnita!
- Sostenibilidad de la gestión de transporte a través de la participación comunitaria
- Rural roads can be costly: I have seen some alternatives, like ropeways or paths for bicycles that could be more affordable.
- The same problematic in rural roads matter
- Operation and maintenance of transport component should be viewed from the start of the programme
- Sentido de propiedad del camino por parte de la comunidad
- Micro empresas para mantenimiento (formación, operación)
- The case study of Huanico and the challenges faced there, very interesting
- More about Peru's transport situation
- Various reality from countries
- Que existen problemas comunes en contextos diferentes
- Riqueza cultural de los y las participantes, presencia de machismo es transcultural
- Engagement of participants
- Networking
- Closeness with other participants
- Que es posible abrir espacios de comunicación futuros.
- It is possible for people from different backgrounds and professions to work towards the same goal and can learn from useful knowledge and information.

- Compartir experiencias
- Que si ponemos voluntad y esfuerzos, podríamos mejorar la calidad de vida con la participación efectiva de la comunidad en el tema de transporte
- Qué tan importante es compartir las experiencias vividas
- Community transport projects have been tried in various countries
- Existe un gran número de organizaciones y personas con ideas y buenas prácticas en el trabajo con comunidades rurales y que se enmarcan en apoyar a las comunidades rurales más pobres.
- There are a few success stories, though in a limited scale
- Hay experiencias 'exitosas' pero hay mucha competencia por querer mostrar que lo mío es lo mejor y no se articulan esfuerzos.
- Que es una preocupación de muchos países la participación ciudadana
- Some African countries have done excellent work in community participation
- Common approaches across the continents
- Trabajos y concepciones muy diversas, por ser trabajos desarrollados en diferentes ámbitos
- Real constraints people have overcoming professional and individual biases / myopia
- Que la mayoría de estas organizaciones y personas están altamente interesadas en mejorar la calidad de vida de las personas más pobres
- That all development workers, especially those working with the community, have realised the importance of community participation in project cycles
- Existe mucha experiencia en cuanto al trabajo en el sector transporte y que me han ayudado a mejorar en el trabajo con comunidades rurales.
- Participatory process followed throughout
- Group work showed / yielded a lot of experiences / outputs. They are an important component of any workshop
- Group work interactions provided opportunity to exchange views and ideas
- The way the workshop was organised, a good learning to do similar workshop in future
- Trabajo en grupo
- Cómo estructurar una discusión de un tema de interés para obtener un producto deseado
- Translating and hearing the new language is very interesting
- How to participate in a bilingual workshop
- Compartir experiencias sin importar la posible barrera del idioma
- Long field trips decrease the efficiency of group work
- Long presentation and long group discussion makes workshop ineffective
- Time is most important factor to be strictly followed

Under the open question regarding the most useful aspects of the workshop, nearly every one valued the group work, which allowed for in depth discussions, and the sharing of a rich variety of experiences thanks to a participant mix from three continents. Also highly appreciated were the field trips to Huanico and Cumbemayo. A few mentioned the theme issues discussed and being able to overcome the language barrier.

A major constraint for the Spanish-speaking group was the lack of audio equipment for simultaneous translation. Some participants from both English and Spanish-speaking groups found the quantity and length of presentations too be too much. Apart from these issues, ideas for improving the workshop varied. Among the suggestions were; clearer instructions for group work, a different programme, more experiences on public macro programmes, to avoid power point where possible, look for an external moderator so that the internal person can participate, rotate facilitators, have country presentations at the beginning. Also to create more time for the field trip, to stick to the timetable, to avoid theoretical situations and to focus more on the analysis of real experiences.