

Pre-event on Rural Transport: 10th EST Forum

13 March 2017, Vientiane

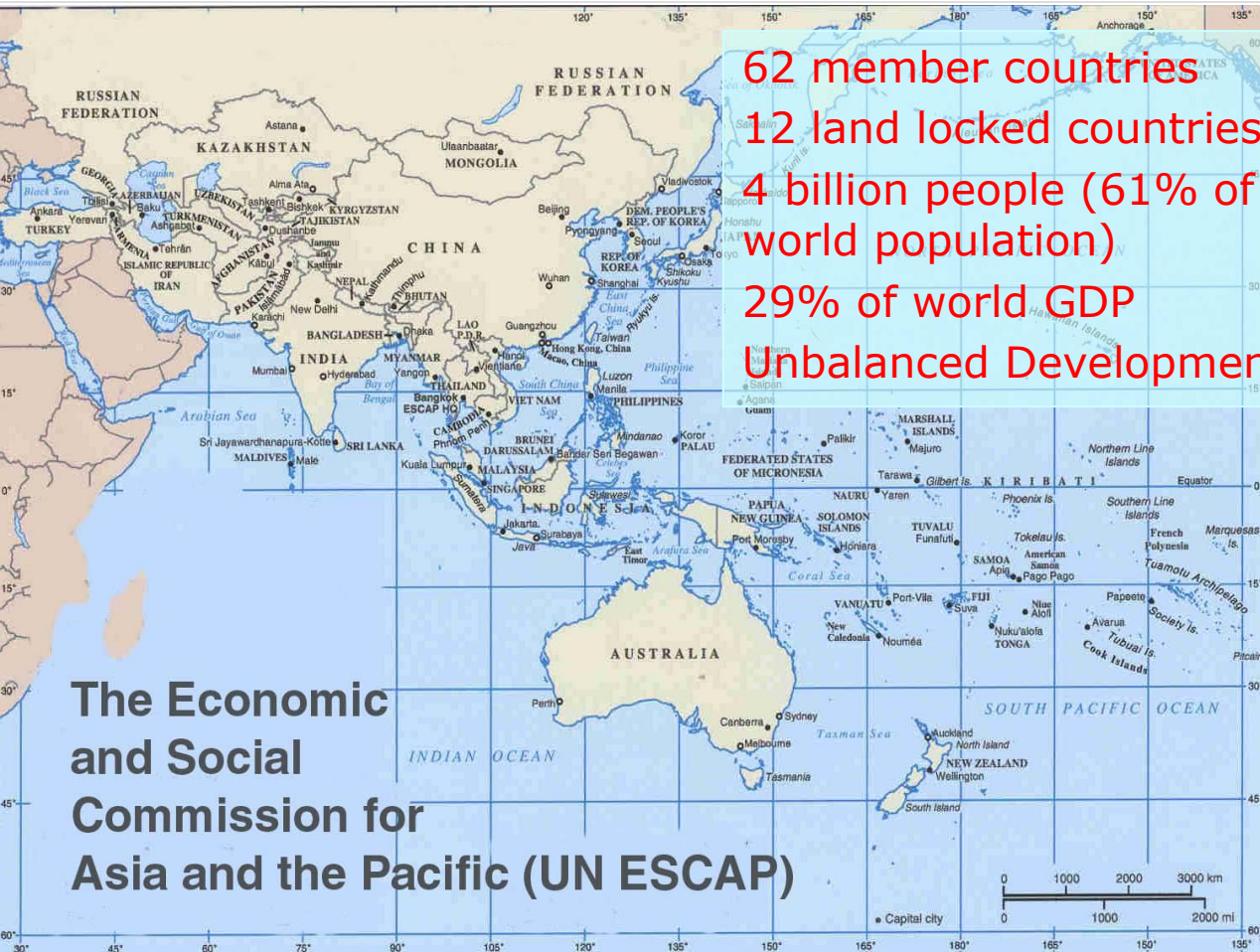
Rural transport policies in the Asia Pacific region



Madan B. Regmi, DEng
Transport Division
UNESCAP, Bangkok



Asia Pacific Overview



62 member countries
12 land locked countries
4 billion people (61% of world population)
29% of world GDP
Unbalanced Development

The Economic and Social Commission for Asia and the Pacific (UN ESCAP)

40% of the region or 700 million people do not have all-weather road access.

80-90% of the poor live in rural areas in the region's major countries



ESCAP Transport Division



Policy, Infrastructure, Facilitation



Modes and Benefits

- ❑ Rural Access- More than Road
- ❑ Other forms of rural connectivity
 - ❑ Water transport
 - ❑ Trails and tracks
 - ❑ Suspension bridges
- ❑ NMT and Intermediate Mode of transport
- ❑ Intermodal transfer facilities/hubs in sub urban areas



Well documented benefits

- ❑ Economic opportunities
- ❑ Poverty reduction
- ❑ Access to market, health, & education
- ❑ Employment generation
- ❑ Community empowerment



Rural Transport Policies and SDG's

DIRECT



INDIRECT



EMPHASIS



Rural Transport Policies



- ❑ Many countries in the region have focused rural transport strategies on:
 - ❖ Expanding the existing rural road network
 - ❖ Connecting more rural and isolated communities
 - ❖ Reducing travel time to nearest road head

Viet Nam: Expansion of the rural road network from 132,000 Km in 2014 to 175,000 Km to 2021.

Islamic Republic of Iran: Expansion of the rural road network from 132,000 Km in 2014 to 175,000 Km to 2021.

India: Rural Road has reached 3.3 mil km, 100% of villages with populations more than 1000 to have access to all-weather roads by 2017

- PMGSY- connecting village with 500 population and 250 in hilly areas

Nepal: Policies to connect all district HQ, max 2 hr. walks to road head in hilly and mountainous area, rural roads has reached 51,00 km (village and district roads), build your own village

China: connecting communities with 10,000 population, 3.7 mill Km (2010)



Selected Good Policies and Practices

- **India:** PMGSY- connecting communities, use of local materials
- **China:** vast expansion of network
- **Nepal:** expansion of rural network, labour based construction, performance based maintenance
- **Viet Nam:** community mobilization for maintenance
- **Thailand:** Good Rural Road Maint. Mgt. system
- **Bangladesh:** LGED-Road Asset management System
- **Lao PDR:** RMS-Provincial Road Maint. System

Measure of Accessibility: RAI- proportion of rural inhabitants who live within 2 km of all-season road



Still ...issues and challenges remains

- ❑ Low priority: the further from towns and urban areas- lower the importance
- ❑ Remote communities -challenging terrain- hills & mountains
- ❑ Lack of coherence between national and rural transport policy
- ❑ Economically viable? Funding for roads & maintenance
- ❑ Not well engineered and designed, quality of works
- ❑ Limited use of use of emerging technologies, guidelines, policy frameworks
- ❑ Limited capacities to plan and manage rural transport
- ❑ Over use of heavy equipment- even they decide the road route



Ministerial Conference on Transport, Dec 2016

□ Participation

- 325 representatives from 41 countries;
- 33 countries represented by ministerial level;
- 28 international organizations and institutions

□ Adopted

- The Ministerial Declaration on Sustainable Transport Connectivity in the Asia-Pacific
- Regional Action Programme on Sustainable Transport Connectivity (2017-2021)
 - **Regional transport infrastructure connectivity**
 - **Regional transport operational connectivity**
 - **Strengthening of transport connectivity between Asia and Europe**
 - **Transport connectivity for LDCs, LLDCs and SIDS**
 - **Rural connectivity to wider networks**
 - **Sustainable urban transport**
 - **Improving road safety**



ESCAP Activities on Rural Transport

- ❑ **Study on improving rural transport connectivity**
 - ❑ **Its impact on poverty alleviation, health, education and employment generation,**
 - ❑ **Financing options for rural connectivity**
- ❑ **Regional strategy/policy framework to improve rural transport**
- ❑ **Review of regional development on rural transport**
- ❑ **Support and capacity building to countries**

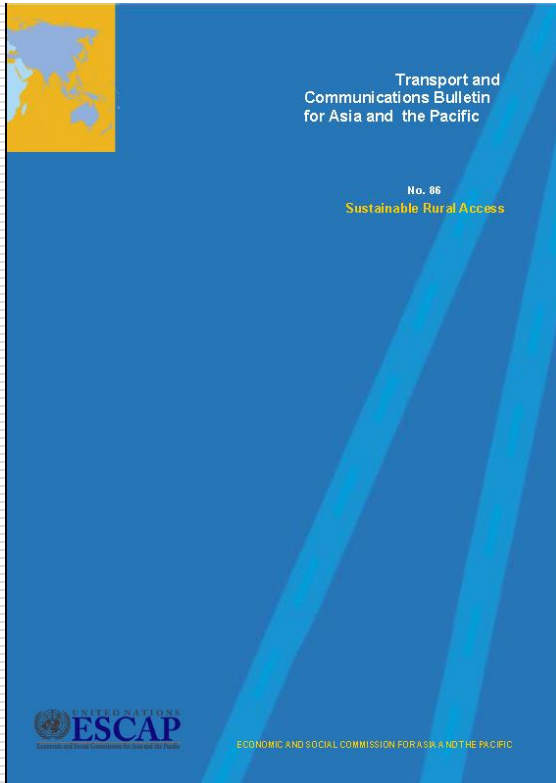


Ways forward

- ❑ Capacity enhancement to implement rural plan and policies
- ❑ Institutional coordination
- ❑ Quality vs quantity
- ❑ Stress on proper engineering and maintenance
- ❑ Enhance safety of services
- ❑ Governance, management and monitoring-policy framework, guidelines, best practices
- ❑ Innovative financing
- ❑ Community ownerships & participation
- ❑ Commitment of stakeholders



Transport and Communications Bulletin for Asia and the Pacific



Bulletin 86: “Sustainable Rural Access”

Call for submissions

Bulletin 87: Transport and the SDGs

Please submit an abstract for your paper to the Transport Division, ESCAP

Email: escap-ttd@un.org

THANK YOU

regmi.unescap@un.org

