



WELCAME



Presentation

On

**Poverty Alleviation of Rural Poor :
An Approach in Bangladesh**

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Overview of Presentation

- **Background**
- Policy and Strategy
- **Why transport is essential**
- Institutional Framework for Rural Transport
- **Rural Transport Infrastructure**
- Governance issues in Rural Transport in Bangladesh
- **Gender Equity Strategy**
- The RTIP
- **Impact of Transport Infrastructure**
- Conclusion

National Policies in Rural Transport

Strategies and Policies Related to RD

- ❖ **Rural Development Strategy (1984), RD Strategy Study 1996 by WB**
- ❖ **National Rural Development Policy 2001**
- ❖ **National Strategy for Accelerated Poverty Reduction 2005-2011**
- ❖ **National Land Transport Policy**

Rural Development Strategy

(RD Strategy, 1984)

- ① **Development of Physical Infrastructure including Roads, Structures and Markets**
- ② **Irrigated Agriculture, Minor Drainage and Flood Control Works**
- ③ **Production and Employment Program for the Rural Poor**

The Road Map for accelerating poverty reduction broadly constituted of :

- ✓ **Pro-poor economic growth**
- ✓ **Human Development and**
- ✓ **Governance**

Donor Strategy

- We have 26 donors
- They have individual CAS-Reflects Sectoral Assistance
- Focus is pro-poor economic growth to achieve MDGs

Poverty Alleviation in Rural Transport

Rural Transport and Economic Development

- Facilitate better access to agricultural activities-input supply, extension service & trading products.
- Encourage investments due to saving of transport cost, information access and access to credit.
- Enhancing trading activities and providing better market linkages and integration.

Rural Transport and Employment

- **Generate new employment opportunities-
changing land use and agricultural production.**
- **Create wage employment in non-farm activities.**
- **Increase labor mobility in particular for females.**
- **Increase more employment opportunities for
women and men.**

Rural Roads and Human Development

- **Facilitating the access to education, health care and other social services.**
- **Improving household welfare by improving availability of different consumption goods and services, providing greater economic, social mobility and upliftment.**

**RURAL TRANSPORT
INFRASTRUCTURE
ACTIVITIES**

Rural Infrastructure Development Activities

- ❑ Improvement of Upazila Road
- ❑ Improvement of Union Road
- ❑ Construction of Bridges and Culverts
- ❑ Development of Growth Centers and Rural Markets
- ❑ Tree Plantation on Slopes of Upazila Roads, Union Roads, Embankments
- ❑ Routine Maintenance of Earthen Roads, Herring Bone Bond (HBB) Paved Roads and Structures

Institutional Framework

Chief Engineer

Addl.. Chief Engineer

Addl.. Chief Engineer

Asst.. Chief Engineer

Addl.. Chief Engineer

Addl.. Chief Engineer

Superintending Engineer

Superintending Engineer

Superintending Engineer

Superintending Engineer

Superintending Engineer

Superintending Engineer

Superintending Engineer

12 XENs
5 XEN Mechanical (1) / Training (4)
1 Architecture
1 Urban Planner
1 Transport Economist
1 System Analyst
1 Computer Programmer
15 Assistant Engineers

2 A E Mechanical / Electrical
2 Agronomist / Aquaculturalist
2 Statistician / Accounts Officer
2 Estimators (SAE)
2 Draftsman (SAE)
1 Mechanical Foreman
1 Imam
2 Head Assistant / Accountant

4 Upper Division Assistant
11 Stenographer
15 Steno Typist
7 Accountant Assistant (1) LDA-cum-Typist
17 Moazzen (1) / Drivers
1 Duplicating Machine Operator
1 Ammonia Machine Operator
25 MLSS

TOTAL MANPOWER = 146 (1.41%)

Superintending Engineer * x 10 (Region)

1* XEN (Training)
1* Assistant Engineer
1* Computer Operator cum Office Assistant

Total (10 x 7) = 70 (24+46)

1* Driver
*1 M.L.S.S.

* borne by under development budget

(0.68%)

Executive Engineer x 64 (District)

1 Senior Assistant Engineer
1 Assistant Engineer
1 Assistant Engineer (Mechanical) (in 22 Greater District)
1 District Sociologist
1 Sub-Assistant Engineer
1 Laboratory Technician
1 Upper Division Assistant (UDA)

Total Manpower = 854 (8.28%)

1 Accountant
1 Steno Typist
1 Jeep Driver
1 Truck Driver
1 Road Roller Driver
1 MLSS

Upazila Engineer x 481

1 Assistant Upazila Engineer
1 SAE (Construction)
1 SAE (Maintenance)
1 Draftsman (SAE)
1 Community Organizer
1 Accountant
1 Surveyor

**Total Manpower = 9059
MANPOWER : 87.8%**

4 Work Assistant
1 Electrician
1 Accounts Assistant
1 Office Assistant
1 LDA-cum Typist
2 Chowkidars
2 MLSS

TOTAL MANPOWER = 10,287

Governance issues in Transportation

Key Governance features in Transportation planning, financing, implementation and maintenance management are:

- Planning
- **Participation**
- Road Master Plan
- **Financing**
- Procurement
- **Quality Assurance**
- Environmental issues
- **Financial Management**
- Auditing & Monitoring System
- **Institutional strengthening/capacity building**
- ICT, GIS, MIS
- **Employment Generation**
- Socio-Economic Monitoring & Evaluation

Planning and Participatory Approach

- **Bottom up Planning approaches followed**
- **Emphasis is given on local priorities or peoples demand**
- **Structured participatory approach followed in selecting, planning, designing and implementation of Roads, Markets, Ghats (Jetty) & SUR**
- **Participation is also ensured by cost sharing by the beneficiaries.**

Gender Equity Strategy

- Provides guidance to ensure that men & women have equitable input in planning and management of project and men & women benefit equally from LGED's programme
- **Centrally LGED takes a coordinating role to ensure a consistent approach**
- Urban, Rural and Water sector take both coordinating and operational role

Women Empowerment

- Participation in decision making
- **Develop themselves getting IGA training**
- 100,000 directed employed in transport infrastructure & maintenance works annually in LGED
- **More works/jobs creates indirectly**

The RTIP

- Single most Rural Infrastructure Project financed by World Bank in LGED.
- It is follow-up of the two.
- 21 Districts
- 164 Sub-districts
- 45,000 sq.km
- 56 million people
- Covers $\frac{1}{3}$ of BD
- Total Cost : US\$ 313 million
- IDA share : US\$ 225 million
- Period : 2003-2010

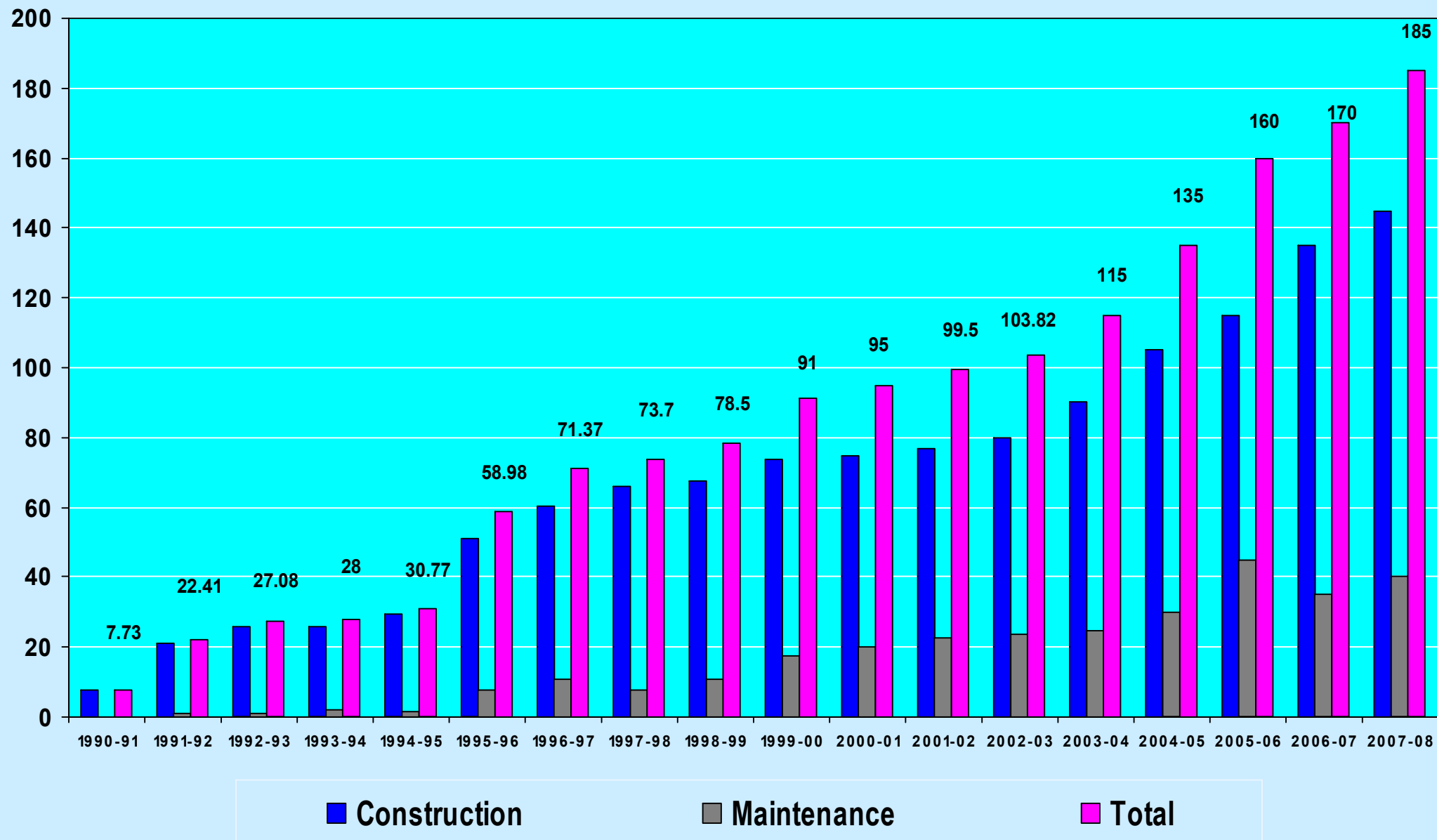
Objectives of the Project

- Overall improvement of rural transport & trading infrastructure
- Creation of employment opportunity for the rural poor
- Intensify good governance by ensuring peoples participation
- Strengthening institutional capacity for planning, implementing, maintenance & management of rural infrastructures.

Physical Components

- **Improvement of Upazila Road** : 1210 Km
- **Improvement of Union Road** : 500 Km
- **Maintenance of UZR** : 1500 Km
- **Development of Growth Centre** : 155 Nos.
- **Development of River Jetties** : 45 Nos.
- **Structure on Rural Road** : 15000 m

Employment Generated through Development Activities under LGED



Impact

of

**Transport
Infrastructure**

Impact Findings By

- ❑ **World Bank**
- ❑ **IFPRI -BIDS**
- ❑ **GOB-GOJ Programme Level Evaluation**
- ❑ **Independent South Asian Commission on Poverty Alleviation**
- ❑ **International Labour Office, ILO, Geneva, Issue 2005**
- ❑ **Impact study under RTIP-by BIDS**

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Cost Saving

- MT increased to 360% while NMT rose by 242%
- **Freight carried by MT went up 98% on an average**
- Transport cost reduced by one third for both MT and NMT
- **Travel time declined by about 30%**
- VOC gone down by 7% for MT and 10% for NMT

Education

- **No. of teacher in educational institution increased at faster rate**
- Rate of increase in female teacher is significant
- **Significant improvement of female student enrollment**
- Total enrollment went up by 29.4% from 19.4%, where as female enrollment went up by 31.7% from 12.9%
- **Drop out fell down by 14%**

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Health

- Increasing visits of patients to healthcare centers in project area, with female patient visits growing at a faster rate. This shows that road underdevelopment is indeed a hindrance for female patients to access health services.
- Doctors attendance in the rural hospital grows significantly

Agriculture

- Average yield per hectare of different food and cash crop increased by 6%
- Both farm gate and home-based sale has increased by 50% and 65% respectively
- Average increase of road side land price gone up by 278%

Socio-Economic Monitoring & Evaluation of Transport & Trading infrastructure

Social

- Social value enhanced due to access road
- **Created economic dynamic due to increase trading**
- Reduced poverty level
- **Generated social capital by Human Resource Development**

Innovations in RTIP

- **Adopting structured participatory approaches including sharing of costs.**
- **Human Resource Development by Basic Training and Intensive Strengthening programs.**
- **Carrying out Community Road Safety Programs on a Pilot Basis.**
- **Providing community facilities for the Indigenous People.**
- **Mainstreaming Gender Issues by engaging of destitute women in tree plantation and Caretaking Programs.**

Lessons

- Impacts of road development on the trading sector is higher when it is accompanied by market development.
- Road improvement resulted in rapid increase in the demand for health services, electricity & growth in agriculture, education and social development.

Present economic status/achievement in Bangladesh

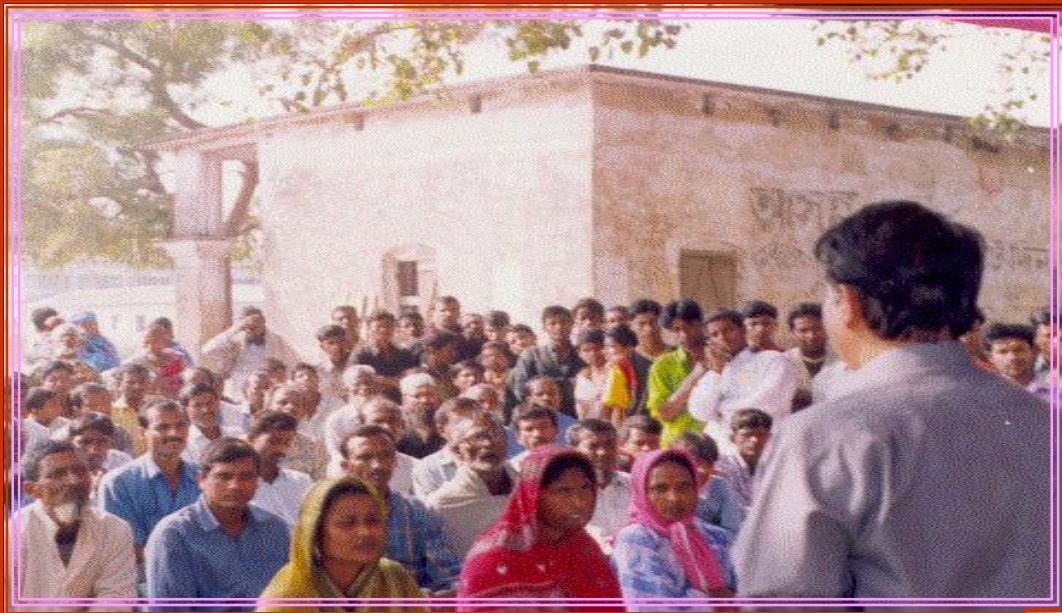
Economic Survey-2007 & Study reveals that

- **Since independence GDP has tripled**
- **Food production tripled**
- **Population growth rate decline from 2.9% in 1974 to 1.4% in 2006**
- **Literacy rate increase 23% to 67%**
- **Child mortality has fallen substantially**
- **Poverty incidence reduced from 51% in 95-96 to 40% in 2005**
- **Gender parity has achieved.**
- **Country is on track to become middle income country in 2020.**

Purbadhala-Kapasia via Ghagra Road, Netrokona



Participatory Planning Sessions



Road Maintenance from GOB Revenue Budget



Conclusion

- **Let us sit together, think together, work together to reduce the poverty by establishing rural accessibility in an effective and efficient governance for achieving MDG's**



Thank you