

ENGINEERS AGAINST POVERTY



EAP News bulletin

September 2010

Costa Rica Coast to Coast Challenge 2011

EAP's 2011 fundraising challenge is a Costa Rica Coast to Coast Jungle Trek and Raft! This will involve travelling from the Pacific Coast to the Caribbean Coast on foot and by raft. Costa Rica is home to 5% of the planet's biodiversity making this a truly amazing but challenging trip. If you would like to help support our efforts to fight poverty and promote sustainable development while having the experience of a lifetime then please [email us](#).



[READ MORE](#) ▶

Maximising the Social Development Outcomes of Roads and Transport Projects

Transportation plays a critical role in development. Effective transport systems enable people to access vital services, such as healthcare and education, to travel for employment, to transport and sell goods, to access social networks, and to make their voices heard in the political arena. Many of the 'technical' decisions made in the design and implementation of transportation projects have social impacts- both positive and negative -which have an important bearing on the success of the project. This guidance note seeks to provide an overview of these issues and to make recommendations on how best to address them. It considers the developmental aspects of transport projects, and also demonstrates that there is a strong business case for industry professionals to consider social issues in detail in project design and implementation. The note was produced with the support of the Chartered Institution of Highways and Transportation (CIHT).

[READ MORE](#) ▶

ENGINEERS AGAINST POVERTY **Briefing Note**

Maximising the Social Development Outcomes of Roads and Transport Projects

Guidance Note for the Chartered Institution of Highways and Transportation

Prepared by Matthew Lynch, Sue Cavill & Lily Ryan-Collins, Engineers Against Poverty

OVERVIEW
This guidance note considers opportunities to maximise the contribution of roads and transportation projects to social development and poverty reduction. The main focus is on developing countries; however, many of the issues and recommendations are also applicable in a developed country context. The guidance note is structured in three parts:

- PART 1** - An introduction to the importance of transportation services to development, highlighting the 'business case' for transport industry professionals to consider social issues in detail in project design and implementation.
- PART 2** - An overview of ten key social and developmental dimensions of transportation projects. These are: national economic development, rural transport, urban transport, road safety, health, mobility for disadvantaged groups, employment and livelihood opportunities, operation and maintenance, corruption and accountability, climate change and environment.
- PART 3** - Three key strategies to ensure social issues are appropriately addressed in project design and implementation, plus a list of further useful resources. The key strategies are: effective stakeholder identification, engagement and participation; comprehensive social impact assessment, monitoring and evaluation through the entire project lifecycle.

The target audience for this guidance note are Chartered Institution of Highways and Transportation (CIHT) members and other sector professionals who have an interest in development issues or need to consider these issues in their professional practice. The day-to-day responsibilities of many transport professionals focus on addressing the technical challenges associated with transport projects, and ensuring projects meet time, cost and quality objectives. However, many of the 'technical' decisions made in the design and implementation process have significant social impacts - both positive and negative - which have an important bearing on the success of the project. This guidance note seeks to provide an overview of these issues and to make recommendations on how best to address them.

PART ONE INTRODUCTION

The Importance of Transportation Services to Social Development
Transportation plays a critical role in development. Effective transport systems enable people to access vital services, such as healthcare and education, to travel for employment, to transport and sell goods, to access social networks, and to make their voices heard in the political arena.¹ Ultimately, effective transport leads to improved social development and economic growth.² As demonstrated in table 1, improved mobility has a major positive impact on the four dimensions of poverty defined by the World Bank.³

The 'business case' for in-depth consideration of social issues
Detailed and systematic consideration of social issues in transport appraisal examines the opportunities for positive outcomes and reduces or mitigates the risks and negative impacts of construction activity. For larger projects, social analysis is also important to mitigate the possible impacts on institutions and national policy.⁴

Dimension of Poverty	Expression of Poverty	Impact of improved transport
Opportunity	Lack of access to labour markets, employment opportunities and productive resources. Constraints on mobility Time burdens, especially for women	Improved access to markets and resources Efficient transport networks save time that can be used for productive activity
Capability	Lack of access to public services such as education and health	Provides a means of access to public services
Security	Vulnerability to economic risks and out and domestic violence	Reduces insecurity due to isolation However, can also be a source of vulnerability to malaria, a location and environment for harassment
Empowerment	Being without voice and without power at the household, community, and national levels to influence decisions that affect one's livelihood	Enables participation in social and political gatherings and networks

Table 1 - The four dimensions of poverty, and the impact of improved transport⁴

ACKNOWLEDGEMENTS
This guidance note was produced with the generous assistance of the CIHT Foundation and with expert guidance from the CIHT Transport Policy Board. Particular thanks to Sir Mitchell, Mike Sims, Adam Andriewski and Philip Addison for their constructive comments on the draft document.

Channels for Change: Private Water and the Urban Poor

For the rapidly urbanising developing world, safe and affordable water is key to health and livelihoods, as well as meeting the Millennium Development Goals. But providing it demands innovative models. Where the context allows and the approach is appropriate, private sector involvement can generate win-win outcomes. Poor people can gain access to high-quality, affordable services, and companies can gain access to new and profitable business opportunities. Two successful examples of innovative 'private' urban water provision are the Manila Water Company's Water for the Poor Communities Programme, and the Water & Sanitation for the Urban Poor (WSUP) partnership. The briefing note compares the business models of these two initiatives and in order to identify the innovations behind their success. The note was produced in collaboration with the International Institute for Environment and Development (IIED).

[READ MORE](#)



iiied briefing
business models for sustainable development
MAY 2010

Channels for change: private water and the urban poor

For the rapidly urbanising developing world, safe and affordable water is key to health and livelihoods, as well as meeting the Millennium Development Goals. But providing it demands innovative models. Where the context allows and the approach is appropriate, private sector involvement can generate win-win outcomes. Poor people can gain access to high-quality, affordable services, and companies can gain access to new and profitable business opportunities. Two examples of innovative 'private' water suppliers are the Manila Water Company's Water for the Poor Communities (TPSE) programme, and the Water & Sanitation for the Urban Poor (WSUP) partnership. Both have a multisector approach to service expansion and provision, including partnerships with local authorities; strong community involvement in selecting, designing and operating options; appropriate service levels to reduce costs; and a flexible range of services. Many elements of these models are also replicable.

Policy pointers

- **The private sector** can play an important role in providing safe, affordable water to the developing world's growing cities – and through this, access to profitable business opportunities.
- **Approach and context** are key.
- **Private approaches** include multi-stakeholder delivery teams partnering with local authorities, strong community involvement, appropriate service levels and flexibility in type of service.
- **Private contexts** include those in which users are able to pay, commercially viable sites, central governments and local authorities are supportive, and an appropriate regulatory environment is in place or can be developed.

Cities and water

An estimated 154 million urban dwellers in sub-Saharan Africa, Asia, and Latin America and the Caribbean currently lack access to safe water. Meanwhile, the world urban population is projected to increase from 2.3 billion in 2007 to 6.4 billion in 2050, with much of the growth taking place in informal settlements such as slums. Clean water is a daily need for all city dwellers, but providing services in poor informal settlements is challenging for a number of reasons: the costs of network provision and service expansion, lack of formal land tenure, and lack of space and access for planning infrastructure. New and innovative models are needed if water provision targets are to be met.

Increasingly, it is recognised that meeting the needs of poor consumers through up-graded business opportunities. The markets for water and sanitation services for the 4 billion poorest are an estimated US\$20 billion, and many poor urban dwellers are willing and able to pay for a clean and reliable water supply at a rate that makes provision commercially viable. Without a piped supply, these consumers are often forced to turn to private vendors that may sell water in inflated sites.

A key challenge of private water investment is identifying commercially viable ways of extending infrastructure and services to poor urban communities that are currently unserved. Mandatory service provision targets can be included in the contracts of private concession holders (that is, firms operating under a long-term management contract from the local authority), but these can be difficult to meet because:

- poor consumers often cannot afford the full cost of connection
- the revenue generated during service provision may not be enough to recover network expansion costs under typical investment criteria
- informal settlements create challenging and costly legal and logistical problems for expanding the service
- disconnected poor citizens with little faith in public service provision may be reluctant to engage

Among other workable solutions, the two case studies presented here show how demonstration how private sector provision can create a win-win situation in which poor people gain access to high-quality, affordable services, while companies gain access to new and profitable business opportunities. While success is recognised to be context-dependent, many elements of these models could be replicated in other cities.

Inclusive innovation

Two innovative models extending water and sanitation services to the urban poor are the Water for the Poor

Download the pdf at www.iied.org/publications.php?i=1700002

The Vietnam-Cambodia Cycle Challenge 2010

Engineers Against Poverty are very grateful to the twelve cyclists who successfully completed the challenge raising nearly £37,000. They were Llewellyn St. David, Annabel Holroyd and Christine Glorieux (International Association of Oil and Gas Producers), Cuong Dang, Helen Berrington and Éva Culleton-Oltay (Royal Academy of Engineering) Michael Beecroft, Andy Palmer, Joe Carter and Jennifer Ah Whaye (AMEC), Joseph McCarthy (ARUP) and Oisín Gibson (Michael Punch and Partners) The challenge took the cyclists 525km from Ho Chi Minh (formerly Saigon) city, through the rice-paddies and waterways of the beautiful Mekong Delta into Cambodia. They cycled through this friendly country towards one of the wonders of Southeast Asia, the Royal Temples of Angkor Wat. You can see how they got on by following the link below. We would like to thank all the individuals and organisations that sponsored the participants. Special thanks go to the following organisations for their generous donations: AMEC, Baker Hughes, British Expertise, BP, Chevron, Conoco Philips, International Association of Oil & Gas Producers (OGP) and Nunaoil

[READ MORE](#)

To unsubscribe please [click here](#)

Engineers Against Poverty, 2nd Floor Weston House, 246 High Holborn, London WC1V 7EX. Tel: 0203 2060 488 Fax: 0203 2060 401

Charity No. 1071974 Company No. 3613056

**ENGINEERS
AGAINST
POVERTY**