South East Asia Community Access Programme
SEACAP – A New Approach

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Presentation

1. What are the current problems?
2. What is SEACAP?
3. The SEACAP process.
5. Progress and achievements.
6. Key Challenges
1. Current Problems

Rural Access in Developing Countries.

Rural access = top priority.

BUT

Limited resources: Financial, Institutional and Human.

RESULT IN

* Poor investment choices
  * Wrong technology
    * Assets unmanageable
    * Assets unsustainable
  * Waste & Poor Access!
1. Current Problems (cont.)

Can you get the kids to school or the produce to market?
1. Current Problems (cont.)

Current sector capacity constraints

Inadequate:

i. Investment, while still considerable spending.

ii. Availability of international guidelines.

iii. Number of qualified researchers and consultants.

iv. Technical planning, design and monitoring of projects.

v. Appreciation of national procedural, cultural & capacity framework.

vi. Institutional inertia.
2. What is SEACAP

- Poverty targeted transport initiative – to improve rural access sustainably.
- Provide knowledge for affordable, maintainable, access for poor people through rural transport:
  * research
  * dissemination
  * uptake
- > 30 projects in Vietnam, Cambodia and Lao PDR.
- Extensive uptake by the UN programs in Afghanistan and Sri Lanka.
2. What is SEACAP (cont.)

SEACAP Aims to:

• Create opportunities for pro-poor growth and poverty reduction.

By Improving:

• Sustainability
  and
• Affordability.

How?

• Helping countries to make good technical and managerial decisions.
2. What is SEACAP (cont.)

SEACAP Approach

- Get the fundamentals right!
- Expand existing knowledge base.
- Add value to existing programs.
- Disseminate and mainstream.
2. What is SEACAP (cont.)

SEACAP Approach

Proven Technologies
2. What is SEACAP (cont.)

Core Concepts

• Maximize input of local resources:
  * Materials
    * Labour
    * Enterprise
    * Ingenuity

• Ensure affordability and maintainability based upon:
  – Life Cycle Costing
  – Realistic assessment of maintenance capacities.

• Leading to:
  – Appropriate technology choice.
  – Implementation strategies - Spot improvements.

• Ownership and equitability.
2. What is SEACAP (cont.)
2. What is SEACAP (cont.)

**Example:** Changing a marginal into a good building material in Afghanistan.
2. What is SEACAP (cont.)

**Example:** Tsunami access road reconstruction in Sri Lanka - Design
2. What is SEACAP (cont.)

Example: Tsunami access road reconstruction in Sri Lanka
3. The SEACAP Process

- Identify need
- Research/compile knowledge
- Recommendations
- Disseminate
- Mainstream

Mainstreaming = the missing link!

Road Authority practice
Academic Institutions
Training-Mentoring
Practicing Engineers
Donor Projects
SME
4. Framework for Success

- Demand driven
- Include key players
- Political support
- Mainstream outcomes
5. SEACAP Progress and Achievements

- Raised awareness of local resource based possibilities
- Integration into national programs
- Exposed inappropriateness of current standard assumptions and practices
- Demonstrated sound and viable alternative technologies and approaches
- Practical support for national and international knowledge forums
- Knowledge products available on websites
5. SEACAP Progress and Achievements (cont.)

**Outputs**

- New gravel surfacing guidelines for South East Asia.
- Surfacing demonstration trials constructed with partner funds.
- Uptake of surfacing work in Afghanistan and Sri Lanka, and World Bank guidelines.
- New alternative rural road surface guidelines.
- Interim Rural Road Standards, Cambodia.
5. SEACAP Progress and Achievements (cont.)

**Achievements**

- Rural Access Seminar held with PIARC and RG Cambodia
- TV documentaries:
  - “Impacts of rural road access on poverty reduction in Vietnam”
  - “Road Movie - Taking Off”, Earth Report, BBC World
- Rural Road Maintenance, Vietnam National Training: 11,000 communes in all provinces
- Studies/initiatives:-
  - Institutional capacity
  - Role of the private sector
  - Local community participation - Rural Transport Sector
  - Digitize the rural road map
5. SEACAP Progress and Achievements (cont.)

The Vietnam Surfacing Research Uptake Experience

- Study identified need
- Cambodia trials
- Phase 1 = 4 provinces
  - US$600,000 of World Bank funds
- Phase 2 = 8 provinces
  - US$3.8 million of World Bank
- National Programme
  - US$100+M World Bank funds from 2007
6. Key Challenges

• Get the engineering right.
• Planning and social considerations.
• Influence national programs through improved standards and approaches.
• International guidelines - good practice – gTKP.
Ongoing research

The Job is not finished

• 3: Development of Rural Road Standards and Specifications, Laos
• 7: Local Roads Research Project, Sri Lanka
• 17: Local Resource Solutions to Problematic Rural Road Access, Laos
• 19: Development of Local Resource Based Standards, Cambodia
• 21: Local Resource Solutions to Problematic Rural Road Access: Slope Stabilisation, Laos
• 24: Defining the State of Art for Rural Road Surfacing in Indo-China
• 27: Long-term Monitoring of Rural Road Surfacing Research Trials, Vietnam
• DF18: Dissemination of the Vietnam Rural Road Road Strategy
Local resources – often are the only resources available.
THANK YOU!

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