

WHY THIS RESEARCH NOW?

Since 2017, IMC Worldwide has been managing the five-year, DFID-funded High-Volume Transport (HVT) applied research programme which is focused on national and regional transport corridors and within cities in low-income countries in Africa and South Asia.

Transport plays a key role in reducing isolation and poverty, and in facilitating economic activity. Strong transport links can facilitate international trade transitions, which, under appropriate circumstances, boost national income, reduce poverty, and contribute to economic and social development.

However, transport is responsible for 24% of greenhouse gas emissions. Transport-related pollution kills over 20,000 people every week. Moreover, some 24,000 people die and many more sustain life changing injuries every week through road traffic crashes. Transport is often not inclusive of women, children and other vulnerable groups, such as people with disabilities or older people. Women may be adversely affected by transport systems as they tend to make more frequent short journeys during off-peak hours and have less access to private transport. Women and children can be vulnerable to harassment on public transport, while poor siting of bus stops and termini can increase dangers for women, children and other vulnerable groups.

At the same time, the pace of change in the sector is unrelenting. Transport is being revolutionised by a mix of technological and operational disruptions including electric vehicles, Mobility as a Service, new fuels, rapid urbanisation, the Internet of Things, big data, and the China Belt and Road Initiative.

The transport sector in low-income countries is a very large recipient of aid and public funds for investment because it is key to economic development. Moreover, low-income countries will spend over US\$150 billion on transport infrastructure every year to 2030. Yet, there is a lack of applicable evidence to inform important investments in a rapidly changing climate and transport environment.

NEW RESEARCH FOR BETTER-INFORMED POLICIES

HVT will provide a body of new research about the complex and interrelated issues of sustainable transport development across Africa and South Asia.

High-Volume Transport Applied Research

Donor: UK Department for International Development (DFID)

Implementer: IMC Worldwide

Timeline: 2017-2023

Budget: £17m, of which £14m is for research

A five-year applied research programme funded by DFID to strengthen the evidence base that will support increased access to transport services, more affordable trade routes, and safer, accessible and inclusive low-carbon transport in low-income countries.

It will update technical best practice for transport infrastructure and engage with policy-makers and practitioners in low-income countries to ensure such knowledge is understood and informs the decision-making process, resulting in a better-informed selection of projects.

HVT will expand and develop new technologies and solutions and will learn from and adapt existing transport technologies, materials, designs, planning and methods from high- and middle-income countries.

It will also seek long-term partnerships with research institutes, universities, private sector, foundations and government. Ultimately, HVT will help high-volume road and rail transport become greener, safer and more accessible, affordable and inclusive, and drive economic development and poverty reduction.

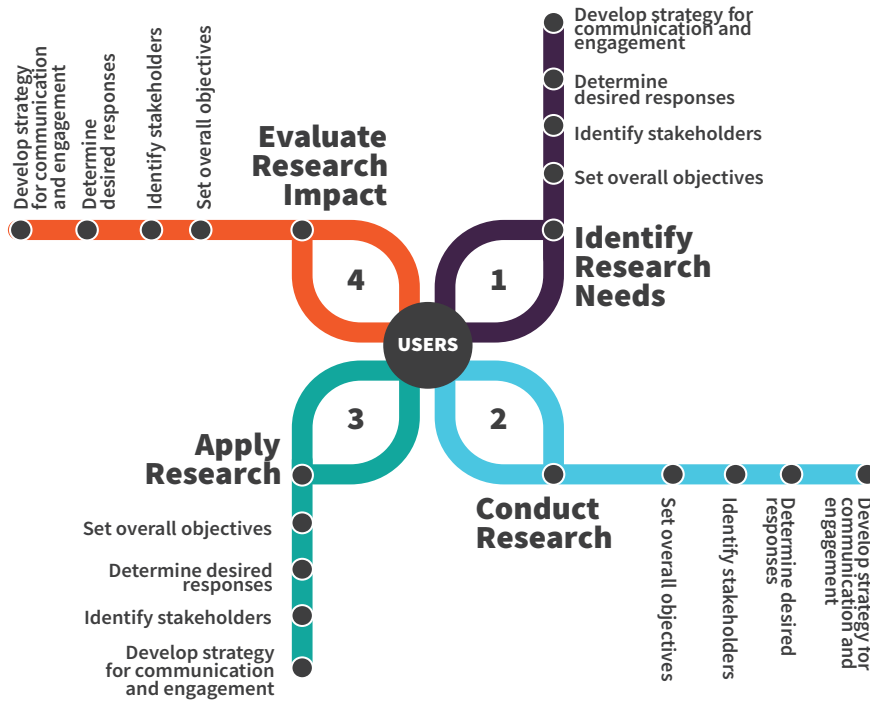
The programme includes up to £14 million for research, research uptake, capacity building and knowledge management activities. DFID has appointed IMC Worldwide to establish a Programme Management Unit (PMU) with responsibility for implementation of the programme.

PROGRAMME STRUCTURE

In Part 1 of the programme (November 2017 to January 2019), the PMU worked with stakeholders to identify knowledge gaps through a comprehensive state of knowledge review undertaken by a number of academic and research institutions.

Insight papers and early stage innovation research called T-TRIID (Transport-Technology Research Innovation for

The HVT research cycle



International Development) supported the process to identify research gaps. This provided a clear direction for new research needs which will help policy-makers and practitioners make better, evidence-based decisions on transport in low-income countries.

In Part 2, the PMU will procure new primary research in priority areas, adapt existing knowledge from high- and middle-income countries to low-income countries, build capacity, and promote uptake of research findings. The research will address the most pressing issues identified from a combination of state of knowledge review and stakeholder feedback from Part 1 and aligned with DFID priorities.

The priority areas are:

- Climate change mitigation and adaption
- Inclusion, gender and road safety
- Policy and regulation (including engineering)
- Technology and innovation (including data and decision support systems)
- Fragile and conflict-affected states

These areas will be studied across three types of transport: long distance strategic corridors for road and rail, urban transport, and low-carbon transport.

RECIPIENTS

The recipients of the services are relevant transport decision takers and development policy-makers, central and local government transport practitioners, private sector, civil society and other relevant stakeholders in Africa and South Asia.

INTENDED OUTCOMES FOR LOW-INCOME COUNTRIES IN AFRICA AND SOUTH ASIA

- **Increased access to transport services**, more affordable and accessible trade routes and safer and more inclusive low-carbon transport.
- **Evidence base strengthened** on the most strategic and cost-effective, inclusive, safer and low-carbon passenger and freight transport investments and services.
- **Support to international poverty reduction and Sustainable Development Goals** by contributing to inclusive economic growth, and supporting the uptake of low-carbon transport strategies to reduce greenhouse gas emissions and increase the resilience of high-volume transport infrastructure to the stresses of climate change.

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