

Capacity Development in the Transport Sector in Liberia (Phase 4)

Context

As a consequence of 14 years of civil war and lack of maintenance activities, Liberia's road infrastructure is severely damaged. Out of 11.500 kilometers road network not more than 600 are paved – that is less than 6%. It is estimated that more than 50% of the population has no direct access to the road network. During rainy season, major parts of the country can hardly be reached. As this limits economic development, an improved transportation network could significantly contribute to poverty reduction.

Especially in rural areas, poor road networks affect the population's food security, education and health care negatively. The maternal mortality rate is high and pregnant women are particularly vulnerable suffering from restricted access to health and education facilities. Exceptionally weak road networks in some areas, especially in the country's southeast, aggravate disparities within the country and fuel conflict potential.

Despite of recent reforms the effectiveness and capacity of state institutions remain weak. The Liberian Government has begun to award road construction contracts to the private sector. A Road Fund together with a fuel tax have been implemented to finance road maintenance. However, the planning capacities within the public sector and the services provided by Liberian construction companies remain insufficient. Notably the country lacks law enforcement and qualified workers. The organizational prerequisites for efficient development of the transport sector and of the road sector are weak.

Project title	Capacity development in the transport sector in Liberia
Commissioned by	Federal Ministry for Economic Cooperation and Development (BMZ)
Major partners	Ministry of Finance and Development Planning, Ministry of Public Works, Liberian National Police, The Booker Washington Institute, Association of Liberian Construction Contractors (ALCC)
Term	2008-2022

Objectives

Strengthening road network management while promoting employment.

- Strengthen competencies of public and private actors to process public construction contracts.
- Initiate vocational training in road construction to multiply qualified personnel.
- Create prerequisites for a decentralized service provision of the Ministry of Public Works and ALCC.
- Improve awareness of the public and politics for road safety and road management policies.

Our approach

GIZ provides support to partners in the following areas:

- Consultancy in the implementation of road maintenance using the National Road Fund,
- Continued support for the establishment of the Road Fund,
- Training and consultancy in contract processing for building authority employees and building contractors,
- Supporting the Ministry of Public Works in decentralizing services and in establishing a bridge maintenance system,
- Consultancy of the government and other interest groups on public measures to promote road safety,
- Consultancy in implementing an overload control system for trucks,
- Support of the institutional development of the Association of Liberian Construction Contractors (ALCC),
- Training for construction companies to become more competitive in public tender procedures while creating more jobs, especially for youth,
- Vocational training of road construction and maintenance craftsmen.

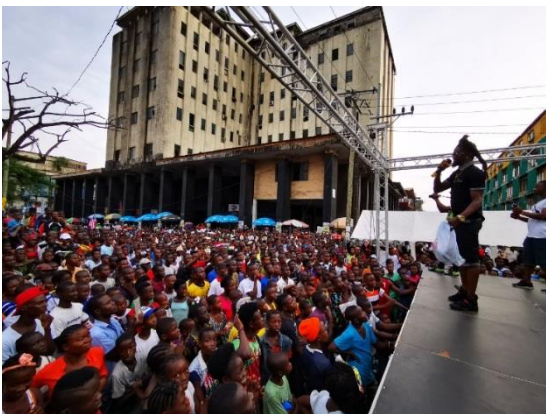


Results

The new project phase has started in August 2019. Results accomplished till then include development of the National Transport Master Plan (adopted by the Liberian Cabinet in 2012), adoption of the law on axle load control (2015) and introduction of the Road Fund. In cooperation with the Ministry of Transport comprehensive reform documents and strategies have been developed to support it to become the leading political institution for the transport sector. Since 2017, several public relevant measures to promote road safety have been implemented: among others, the Safe Street Festival in cooperation with the Ministry of Transport, European Union and private sector, public discussions, journalism workshops and a comedy competition. So far, the pilot projects have provided 325 years of sustainable work in the Liberian road construction sector (as defined by International Labour Organization, ILO).

A demand-oriented training program for road constructors has been developed and is accredited by the Ministry of Education. Ten instructors have been trained to teach road construction and maintenance. Currently, 50 participants undergo a one-year training for road construction technicians in order to increase their chances to find employment as well as to increase quality of work in the sector.

Through consulting it was possible to strengthen planning competencies and promote prioritization of road maintenance. The final goal is to establish transparent and data-driven selection processes of necessary construction and maintenance measures. Furthermore, the tender processes shall become more transparent and efficient as well as construction supervision improve.



(1) Road during construction
(2) Unpaved road during rainy season
(3) Monrovia Safe Streets Festival 2019

Not only within ministries, but human resources have been strengthened also in small and medium size businesses. Part of that were trainings in business planning, offer calculation, construction site management and advanced technical education of local professionals and managers. These measures are supposed to help the Liberian private sector to be better positioned and qualified for contract awarding processes. Simultaneously the Ministry of Public Works will be encouraged and supported to make awarding processes more transparent so that national construction companies are given the preference. Solid processes in planning, tendering, awarding, maintenance, supervision, and contract processing shall be formed through pilot projects.

Together with the Liberia National Police the population is being sensitized for road safety, risk factors and consequences of insufficient implementation of traffic rules. Trainings for truck drivers, motorbike riders, public events and enforcement campaigns are running.

Why transport as a focus?

Transport is a fundamental part of social and economic development. Access to markets, health and education facilities is one of the main prerequisites for overcoming poverty, particularly for the rural population. Especially in a sparsely populated country like Liberia, a good transport system is essential.

Why maintenance?

Regular road maintenance ensures usability and reduces costs over the entire road life cycle. The global climate change leads to an extension of the already heavy rainy season in Liberia. Large parts of the country are therefore difficult to access for ever longer periods of time. Maintenance measures may also have high employment effects, especially if labor-intensive methods are applied.

Why promoting local small and medium businesses?

Above all, small and medium-sized companies contribute to sustainable national economic growth and stability in the economy as well as provide jobs for the youth.

Published by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
Registered offices Bonn and Eschborn, Germany

Capacity development in the transport sector
81 UN Drive, Mamba Point
Monrovia, Liberia
T: +231 888 097 336
E: ulrich.thueer@giz.de
I: www.giz.de/en/worldwide/20010.html

As at November 2019

Photo credits GIZ / Yana Tumakova, Saizai Akoi, Ursula Hein
Text Yana Tumakova, Matthias Schroeder

Project Director: Ulrich Thüer, ulrich.thueer@giz.de

On behalf of German Federal Ministry for Economic Cooperation and Development (BMZ)

Division Referat 201, West Africa I

Addresses of the BMZ offices

BMZ Bonn	BMZ Berlin
Dahlmannstraße 4	Stresemannstraße 94
53113 Bonn, Germany	10963 Berlin, Germany

T +49 (0)228 99 535-0	T +49 (0)30 18 535-0
F +49 (0)228 99 535-3500	F +49 (0)30 18 535-2501

poststelle@bmz.bund.de
www.bmz.de

GIZ is responsible for the content of this publication.