



Global trends & addressing corruption in the transportation sector

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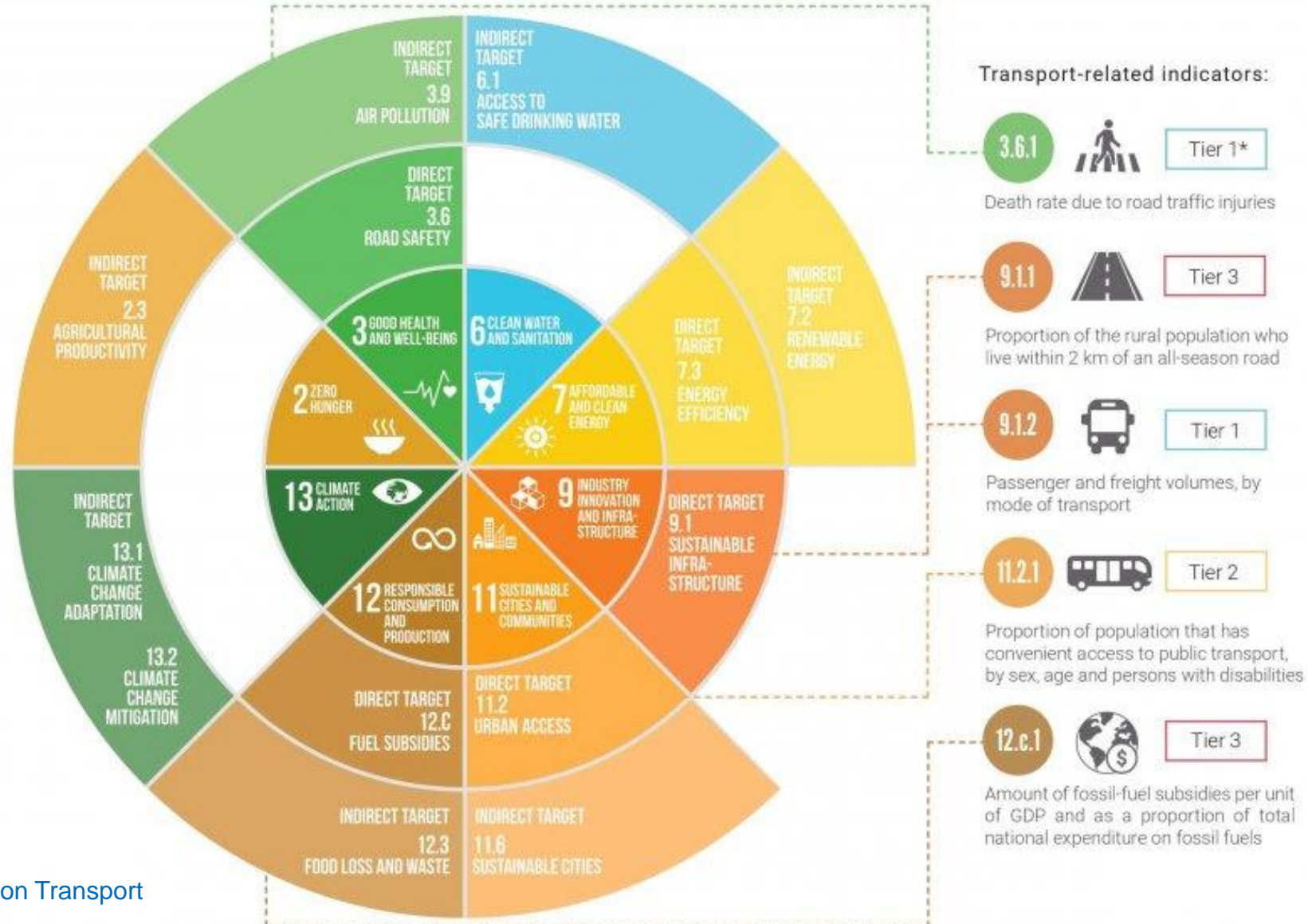
- 1. Transportation sector: Facts and trends**
- 2. Transportation Governance: Mapping decision/action points, processes & indicators for risk assessment**

1. Transportation Sector

Facts and trends

Transportation and the SDGs

- Sustainable transport is a cross-cutting theme in the 2030 Agenda for Sustainable Development.
- It supports the achievement of **at least 8 of the 17** Sustainable Development Goals (SDGs) and makes **direct contributions to 5** and **indirect contributions to at least 8** SDG targets. In addition, transport is directly related to five SDG indicators.
- **Transport comprises a large share of the economy** and as much as half of government-financed construction.



Elements of a sustainable transport policy

- Environmentally sound
- Socially just
- Universally accessible
- Efficient
- Equitable
- Safe



The transport sector paradox

“Transport is unique as the **only development sector that worsens as incomes rise**. While sanitation, health, education and employment tend to improve through economic development, traffic congestion tends to worsen.”

Source: GIZ



Source: “Government agencies grapple with increased traffic in Tunis” CGTN Africa, 2018

Corruption in the transport sector has significant impact on the economy as well as infrastructure supply and transport operations.

“In transport, corruption includes **pilferage** of materials and equipment, **manipulation** of contracts for works, goods or services or **award of concessions** for private sector operation of rail, port, air or road facilities and services.”

- Paterson et al., 2007



Source: GIZ, 2012

Corruption matters! As it negatively affects transport sector outcomes, our cities and our lives...

TIME



OPPORTUNITY



POLLUTION



PUBLIC SPACES



HEALTH



SECURITY



Corruption matters! As it negatively affects transport sector outcomes, our cities and our lives...(cont'd)

COMFORT



SAFETY & WELL BEING



ECONOMICS & JUSTICE



CLIMATE CHANGE



FINANCIAL PERFORMANCE



TRUST IN GOVERNMENTS



Source: GIZ, ITDP & web news articles

Governance issues possibly resulting in corruption in the transport sector

Lack of:

- **Robust policy and regulatory frameworks** to arrive at the most suitable interventions
- **Transparent processes and structures** to select, implement and monitor strategic investment projects & misuse of resources.
- **Capacities, technical know-how and knowledge amongst** individuals, organizations and institutions.
- **Mandatory tools and methodologies to ensure accountability** towards selecting the most environmentally sound and socially inclusive solutions
- **Robust mechanisms to enable participation** of civil society in planning and decision-making processes.
- **Digitalization, data & information systems**
- Others

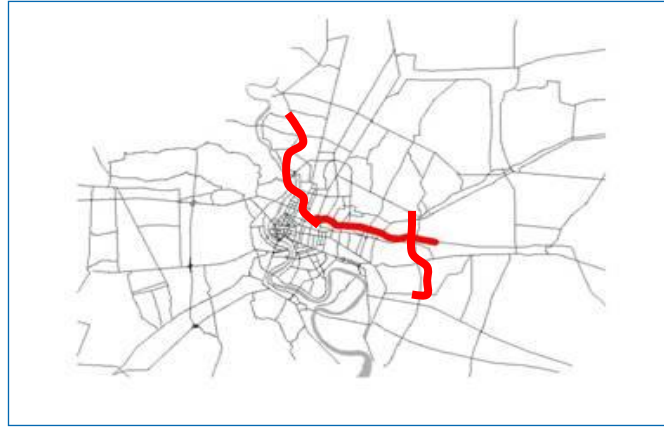


Source: CGTN Africa, 2018

Bus or Rail? A classic transport debate that could change the course of a city's development. What can a city choose to build for 1Bn USD?



426 kilometres of BRT



40 kilometres of LRT



14 kilometres of elevated rail



7 kilometres of subway

+ Sharing the road with BRTs/semi-flexible bus systems is a clear winner because of its:

- **Ubiquity** & widespread network enabling it to reach low-income areas.
- **Affordability** (end-to-end trip).
- **Faster access** and egress due to simpler infrastructure.
- **Lower lifecycle emission costs.**

- Road-based high-capacity bus systems are generally unpopular because they:

- **Promote road space rationing and reduces space available to private vehicles.**
- **Do not carry the political imagery and appeal** of expensive rail projects.
- **Are still viewed as the “poor’s mode”** of travel in many countries and not as fancy as metro rails or LRT.
- **Are cheaper to construct and maintain**

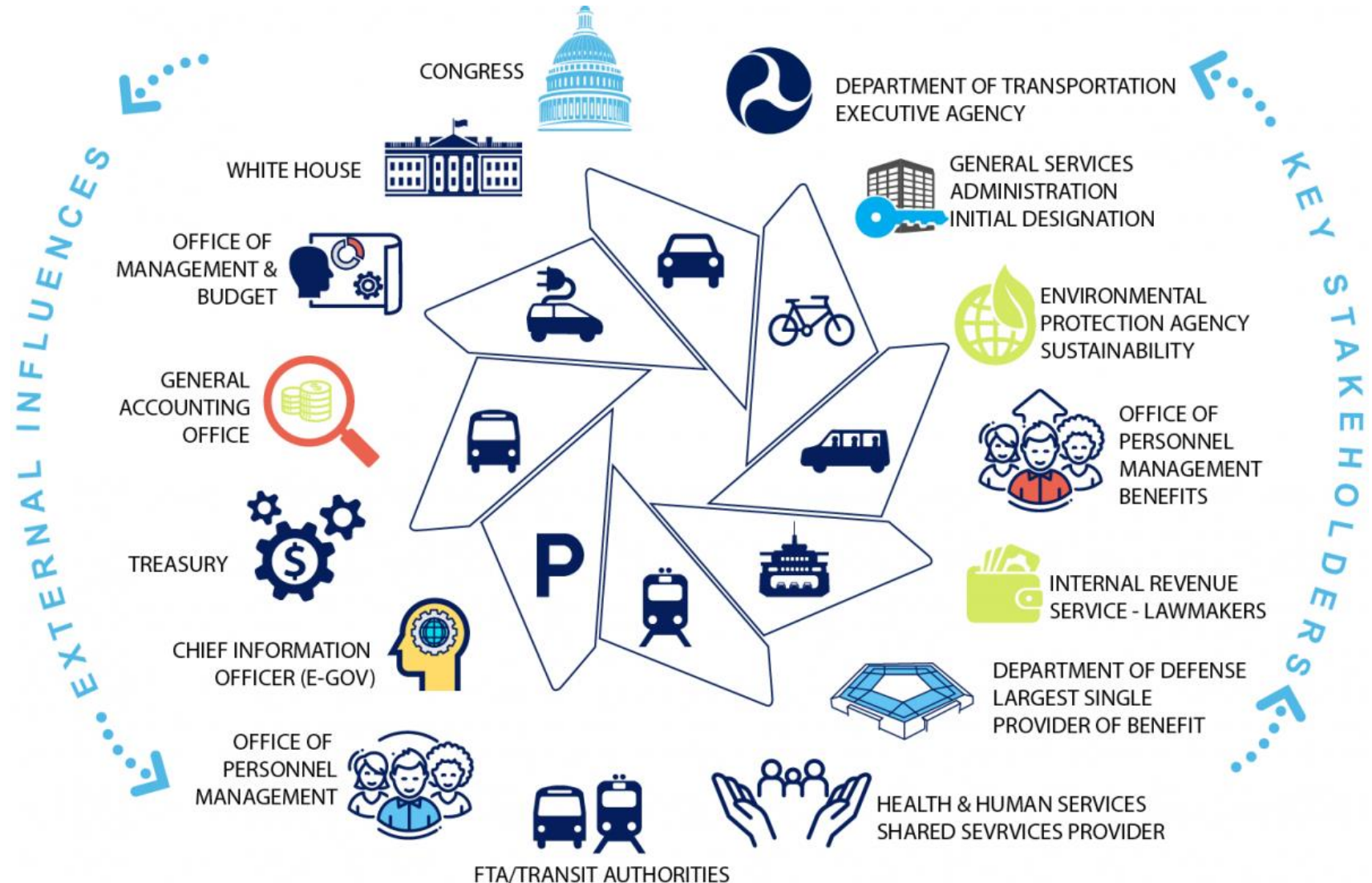
2. Transportation Governance

Mapping decision/action points, processes & indicators for risk assessment

Transport Sector Governance

Example: US Department of Transportation

- Complex
- Multi-stakeholder
- Inter-connected
- Needs frequent consultation, collaboration and coordination



Mapping transport governance frameworks

Identifying entry points in the Transport Sector for corruption is a good starting point for managing risks.

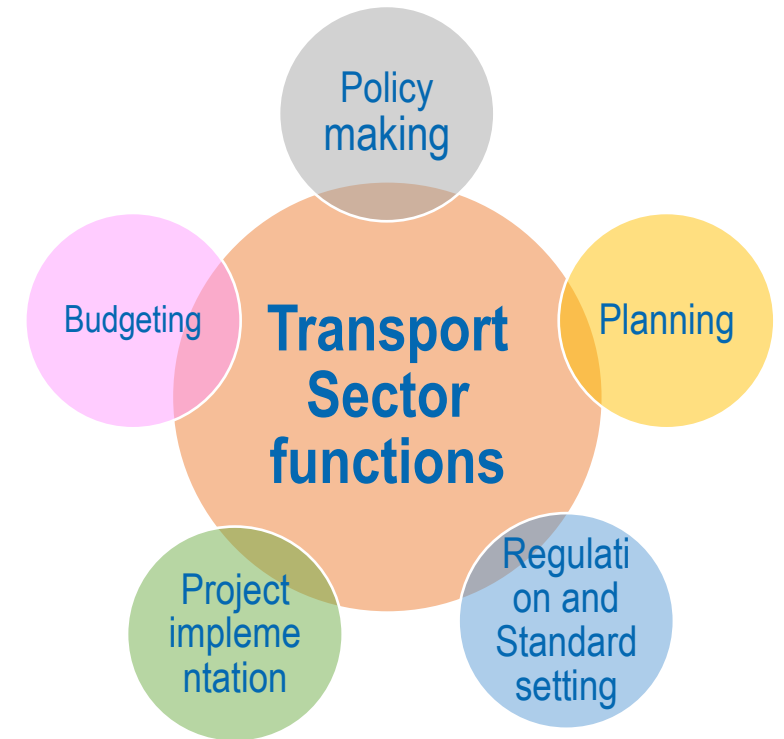
- 🚲 **The sector itself constitutes several functions, roles and modes (road, rail, air, maritime transport, etc.) which translate into a plethora of ministries, agencies, departments and units, where overlapping functions and lack of coordination are omnipresent challenges.**
- 🚲 **Direct government control, complexity of project cycles, weak management practices,** especially during early phases of project appraisals and project supervision, pose significant challenges.
- 🚲 **Close interlinkages and inter-dependencies with other sectors such as housing, land development and energy,** generally make the transport sector stakeholder base wide and complex.
- 🚲 **Privatization of traditionally publicly owned public sector enterprises** (such as public transport companies) also adds to the complexity of mapping processes.
- 🚲 **Anti-corruption reforms would take action to reduce risks in specific decision-making processes.**



Source: UNDP, 2021

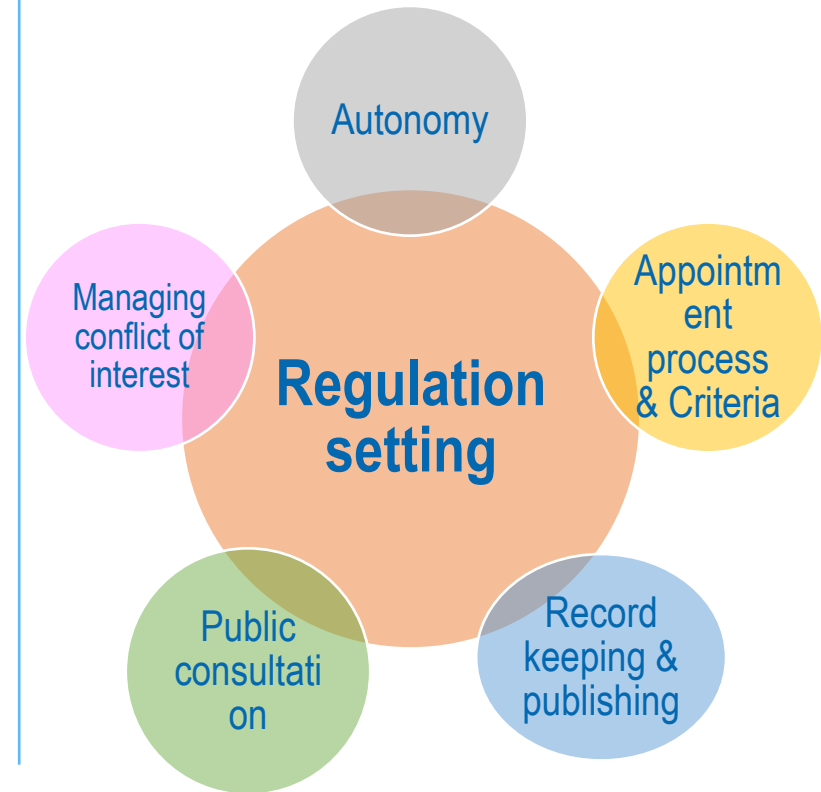
1. Decision / Action points

Typically, these are points where **transportation related agencies/departments make or implement policies, plans, set standards, draft regulations, prepare budgets, prepare for or execute projects**, etc., and where the chances of corruption happening are the highest.

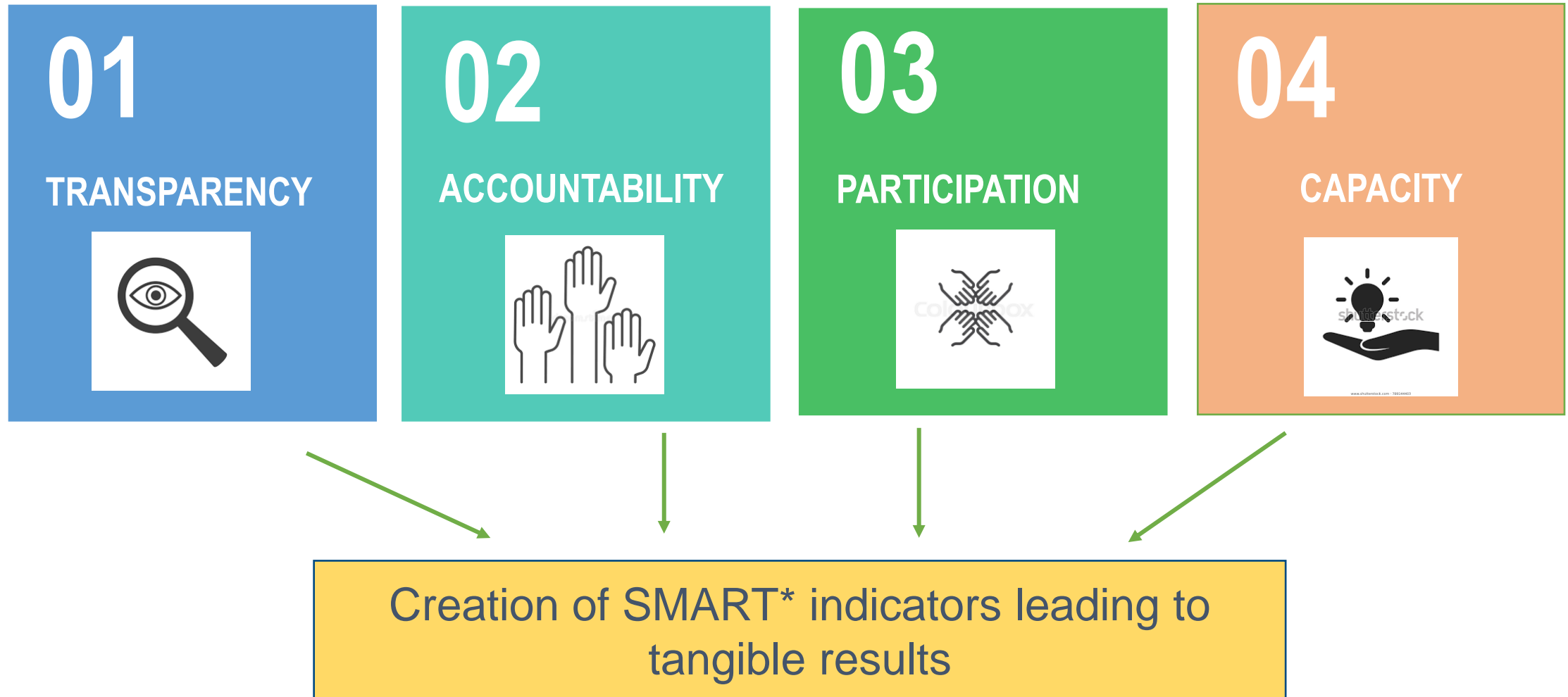


2. Governance Processes

These include various **processes, coordination mechanisms, models and approaches that are taken around a transport function or by an agency to generate certain outcomes in the sector**, creating room for corruption to further penetrate the system. E.g., Regulation setting as a process in transport decision making



Assessing corruption risks in the Transportation Sector



*SMART= Specific, Measurable, Achievable, Realistic, and Timely

To conclude..

“Corruption in the transport sector not only plunders economies; it shapes them. Steering social and economic development towards large capital-intensive infrastructure projects without considering lesser cost, more environmentally friendly and socially inclusive alternatives, provides a fertile ground for corruption, often at the cost of health and education sectors. The opportunity costs are tremendous, and they hit the poor the hardest.”



Adapted from GIZ's Technical Document "Fighting Corruption in the Road Transport Sector (2012)"

Photo: SLoCaT Partnership on Sustainable Low carbon Transport



Thank you