



Integrity in the Transportation Sector

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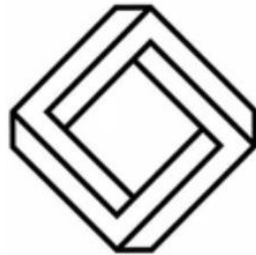
Image sources: Khaleej Times, Dubai, 10 Feb 2015

I. Transportation:

An enabler and a deterrent to achieving the Sustainable Development Goals (SDGs)

The Transport Sector Paradox

Transportation services result in poverty eradication, hunger elimination, social integration, access to education and jobs, market efficiency, livable and sustainable cities, and an improved quality of life.



Yet, only the development sector that worsens as incomes rise. **While sanitation, health, education and employment tend to improve through economic development, traffic congestion tends to worsen** as certain groups tend to demand and influence policies in that favour.



Image source: "Government agencies grapple with increased traffic in Tunis" CGTN Africa, 2018

Transportation and the SDGs

- A Cross-cutting theme in the 2030 Agenda.
- Supports the achievement of at least 8 of the 17 SDGs
- Makes direct contributions to 5 and indirect contributions to at least 8 SDG targets
- Directly related to five SDG indicators.
- Without reliable public transport systems, young people cannot attend school (SDG 4, 11), women cannot access opportunities for employment and empowerment (SDG 5), and climate targets (SDG 13) cannot be achieved until we curtail greenhouse gas emissions from transport.

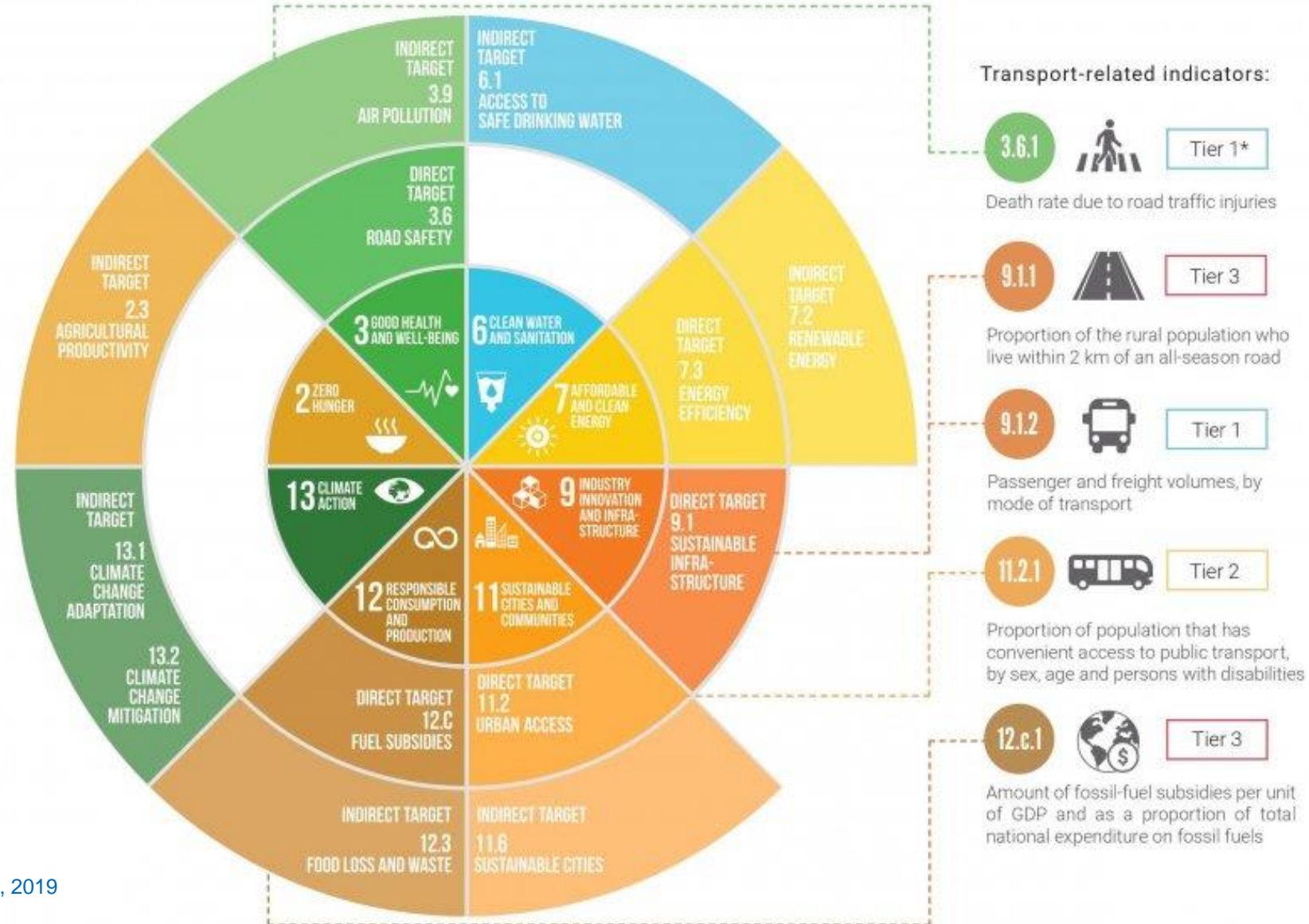




Image sources: GIZ, 2012 & Alamy



II. Corruption

in the transportation sector can take place at the state, institution, agency, project or transaction levels.

Defining and classifying corruption in Transportation

“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



Image source: GIZ, 2012

1. Sector Governance Failure

- Large discretionary funding
- Fragmented/unclear/overlapping functions
- Weak legislative oversight
- Lack of national audit capacities
- Revenues not earmarked
- Absence of independent effective media

2. State Capture

- Manipulation of budget allocation, misuse of funds
- Political capture of agency leadership
- Fixing of major projects/contracts
- Bilateral agreements, favours, etc.

Susceptibility to corruption

These coupled with the high levels of technical details involved, lack of data sharing, weak procurement practices, weak financial monitoring, inadequate capacity and audit processes, lack of institutional co-ordination, power influences in decision-making and lack of transport-specific anti-corruption plans and processes, make the transportation sector highly susceptible to corruption.



Image source: <https://dwcadvisors.com/fix-a-broken-trust/>

Impacts of corruption manifested through transport externalities

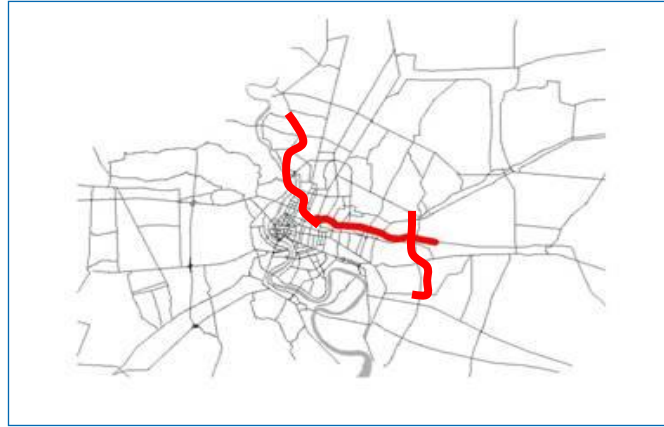
- Environmental harm- air and noise pollution
- Social inequities
- Reduced/ unequal accessibility for poor, disabled, etc.
- Market inefficiencies
- Reduced safety, security
- Loss of time & productivity through congestion, delays, stress
- Misappropriation of resources
- Further exclusion of women and girls
- Loss of precious public/community spaces
- Poor quality of infrastructure & services



EXAMPLE: Bus or Rail? What can a city choose to build for 1Bn USD?



426 kilometres of Bus Rapid Transit



40 kilometres of Light Rail Transit (LRT)



14 kilometres of elevated rail



7 kilometres of subway

While a first-class bus rapid transit system could be a clear winner here due its:

- Proven feasibility through ridership analysis
- Flexibility and door-to- service
- Low cost/lower debt
- Affordability
- Accessibility
- Lower overall lifecycle emissions

However, a city or politician might reject it in favour of a subway or elevated rail due to:

- Opposition from rich voters who drive cars and do not want a lane of road to be taken away by buses
- BRTs cost much less than metros, reducing overall size of the 'pie'
- Political imagery that associates development with metros rather than buses



Source: WRI, 2013



Source: <https://livinginjordanasexpat.com/2018/02/12/how-to-get-around-in-amman/>



Source: UNDP, 2021

III. Implementing anti-corruption measures in transportation

Future transport outlook in the region calls for anti-corruption programming.

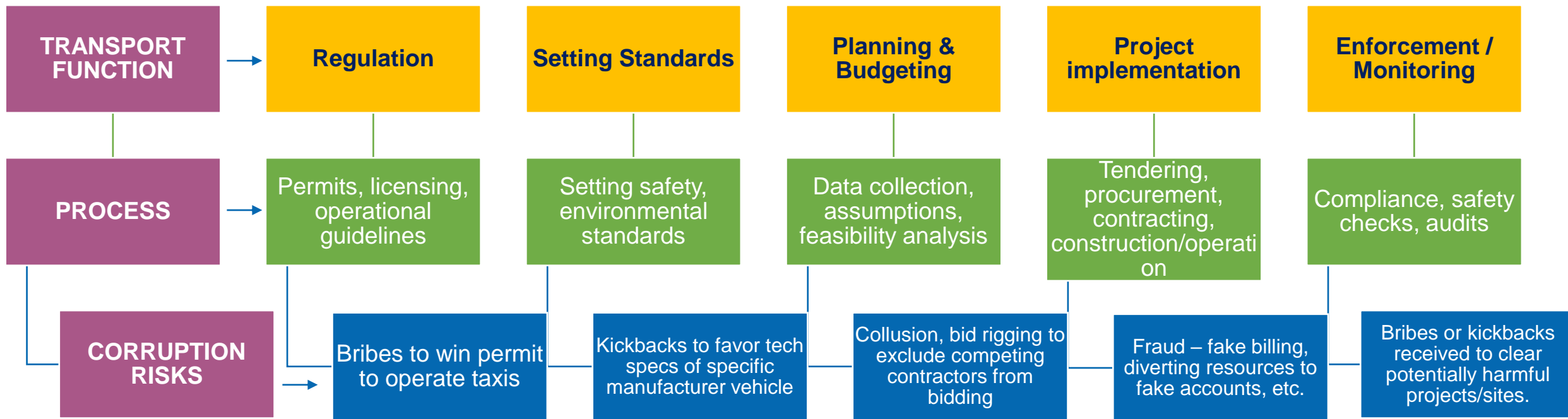
As the transport sector is set to transform rapidly, the following will play a key role in driving growth for and opportunities for improved governance

- Rapid urbanization leading to growth in trips calling for **prioritizing affordable, accessible and women friendly transportation modes like public transport and on-demand mobility services.**
- Need for better regional connectivity through **multi-modal transport hubs and infrastructure projects.**
- Growth in **logistics and e-commerce services.**
- **Reducing environmental footprint from usage of fossil fuels** by exploring alternative fuels, traffic demand management, integrated urban and transport planning and improved vehicle testing and maintenance regimes.
- **Improving capacities of staff and personnel to deliver on transport investments.**

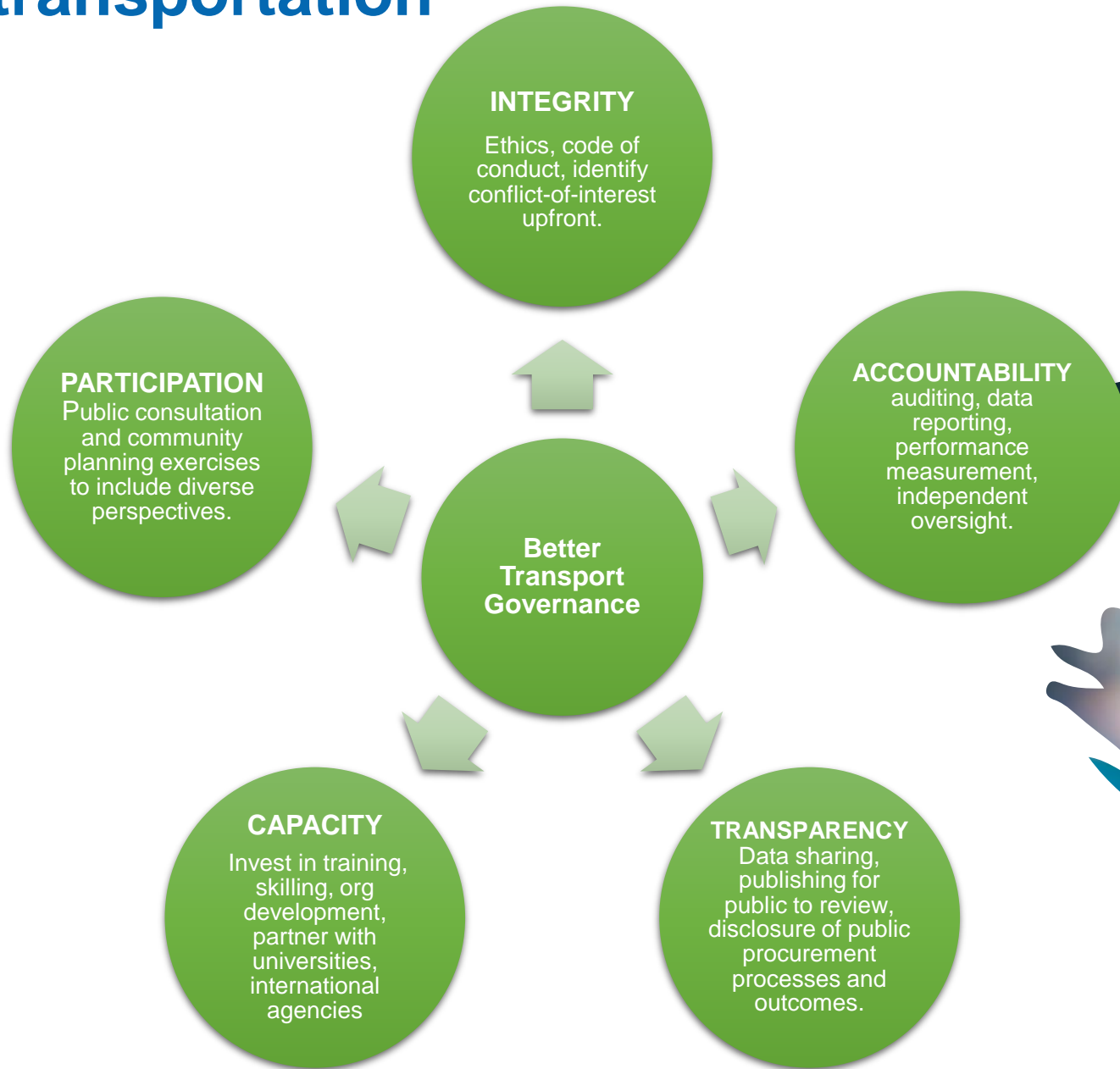
Source: UNESCWA and others



A suggested approach: Identifying instances of corruption in transportation governance



Applying anti-corruption measures in transportation





Thank you

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