Program and Intervention to be Evaluated

- **Objective:** Rehabilitation, Upgrading and Maintenance of indicative Feeder Roads in Rwanda
  - Component 1 – Rehabilitation, Upgrading and Maintenance of Indicative Feeder Roads
  - Rwanda Transport Development Agency/ with WB funds and MDTF
- **Goals:** Enhance all season road connectivity to agricultural market centers in selected districts
- **Target:** Rural people living within 2 km of the improved feeder roads.
  Total kilometer 1,582 km (WB:720 km, NL:162 km and EU: 700 km)
Impact Evaluation

• What are the impacts of Feeder Road rehabilitation on the costs for traders stratified by gender of connecting remote communities to markets (caused by both reduced transportation costs and commercialization of remote communities)?

• How does improved access to trucks for transportation of goods affect producers stratified by gender in rural areas?
Rehabilitation/upgrading and maintenance of indicated feeder roads

Number of km rehabilitated

Number of markets connected

Travel time reduced
Transport cost reduced
Agriculture production (volume) to market increased

Improved welfare of the rural population
Agriculture marketing enhanced
Measurement Goals

**Key variable to measure**
- Travel time reduced
- Transport cost reduced
- Agriculture production (volume) to market increased
- Means of transportation for agriculture products to market

**Data collection**
- Most of the data are available in the current data system
- Data collection from local authority and at market (traders and truckers)

**Timeline and frequency**
- From June 2020 and that will be collected on yearly basis

**What are the existing data systems:** Household survey, existing statistic data from local authority.
• Additional component to the ongoing impact evaluation taking advantage of the existing data system to learn more on transport cost,
• Subsidize traders willing to go to remote household to buy produce and sell to market,
• “Willingness to accept” auction to determine true transport cost and get randomized variation in whether the traders go to identify causal impacts on households,
182 road segments (stratified by rehabilitation)

Arm 1:
- Identify truckers
- Offer lower subsidies for transporting production (61 road segments)

Arm 2:
- Identify truckers
- Offer higher subsidies for transporting production (61 road segments)

Arm 3:
Offer a randomization subsidy between lower and higher amounts (60 road segments)
Challenges

- Identifying the truckers
- Deciding on the amount of subsidies to be offered

Way forward
- Conduct piloting to get idea on the amount of subsidies and traders selection
Timeline

Planning and design 12/2019
- Methodology
- Funding application
- Approval process

Baseline data 6/2020
- Data analysis
- Client workshop

Implementation 2/2021
- Monitoring reports
- Lessons note

Continued data collection 06/2021
- Data analysis
- Client workshop
- Technical paper
- Policy note

Final Results/ Outcomes 12/2021
- Client workshop
- Technical paper
- Policy note
Thank you