

Comments on the TSSP Evaluation

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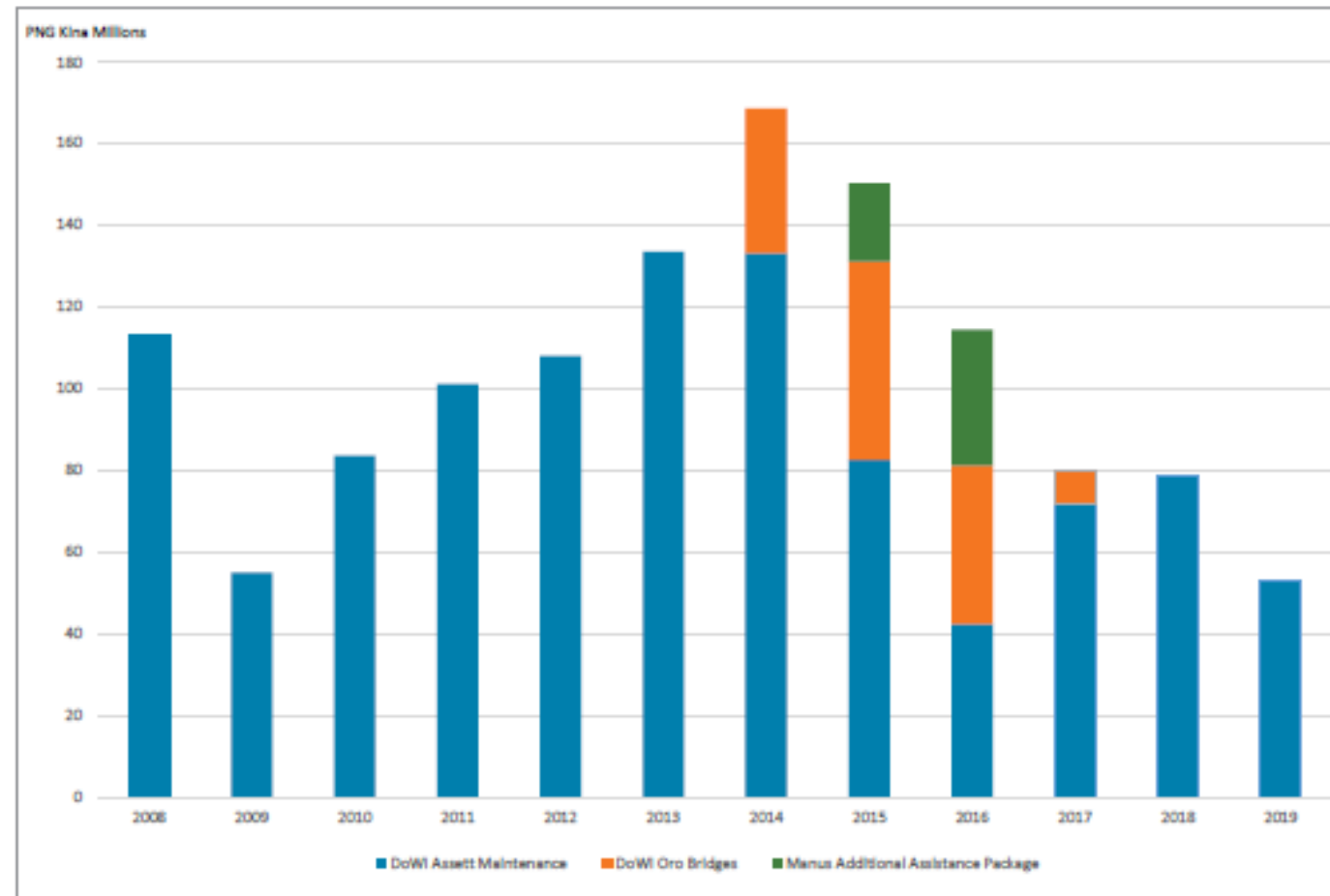
Comments

1. Australian aid program funding of road maintenance
2. Capacity building
3. Data

1. Australian aid funding of roads maintenance

The decline in Australian aid funding for roads maintenance in PNG

Figure 10: TSSP expenditure 2008 to 2016 and projections to 2019, current (2015) prices



Note: Excludes road maintenance expenditure in Bougainville and technical assistance expenditure. 2017, 2018 and 2019 figures are projections. 2019 projection is for a half year only.

Why?

- Increasing aid to PNG (graph)
- Constantly rated successful
- Agreement of 50% spend on infrastructure.
- No clear sectoral shift elsewhere (graph)

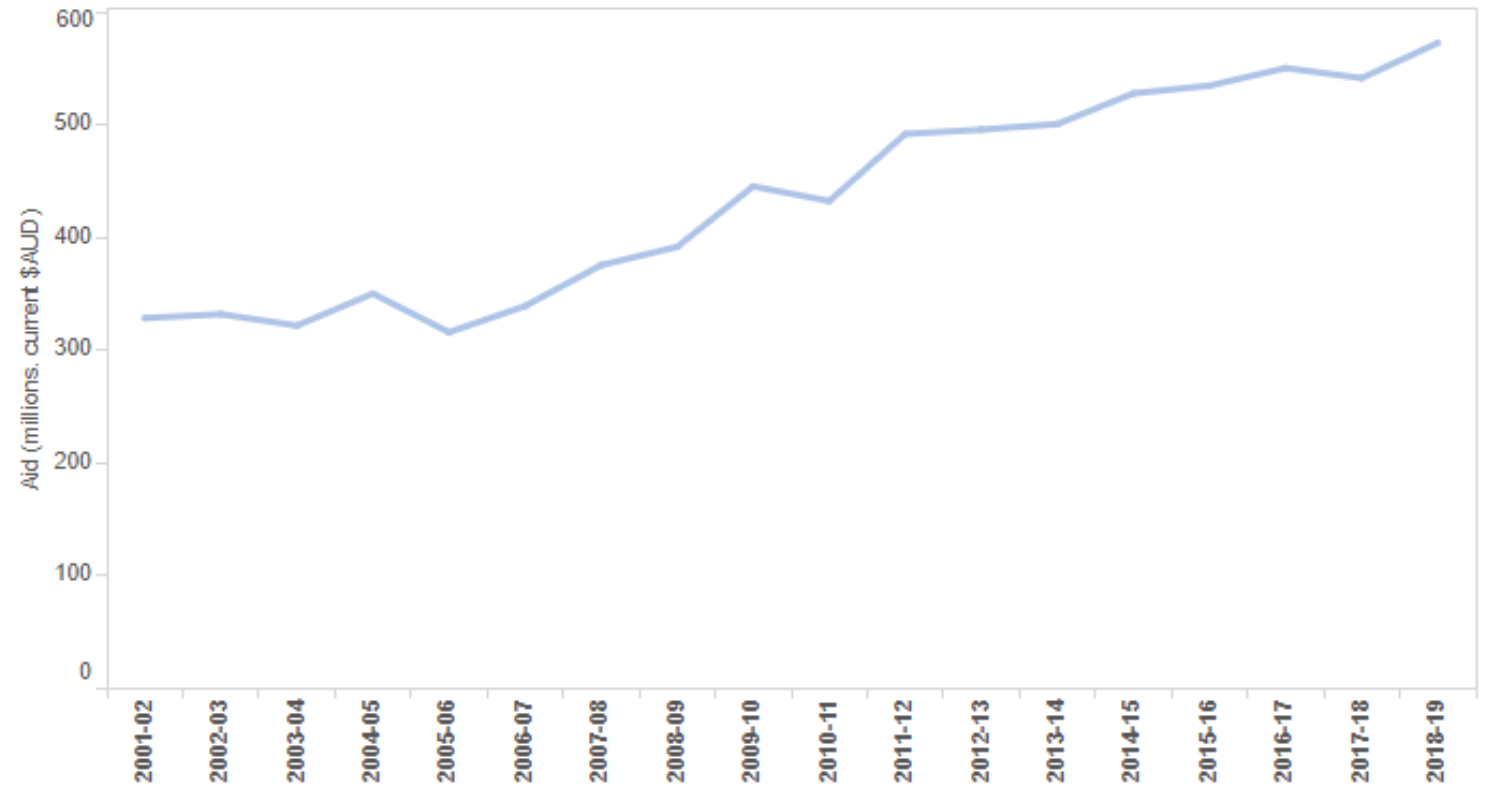
But...

- The bias against maintenance
- A fixed allocation for roads – the cost of Manus

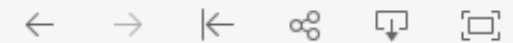
Comparative aid size for 2018-19



Australian aid over time (current prices)



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Sectoral shifts?

	2013-14	2014-15	2015-16	2016-17
Health	99	99.9	87	
Education	96	63.9	65	
Health and education				161.2
L&J	28	26.3	25	
Infrastructure	75	71.2	70	
Enabling economic growth				159.6
Public Sector	68.3			
Democ. Gov.	38.4			
Governance		112.7	82	113.2
Joint Understanding	4.3			
Program Support	5.6			
Other	34	76.6	133	44.7
Sub-total	448.6	450.6	462	478.7
regional and global	34.8	42.6		33.9
OGD	36.1	35.2		34.5
OGD and regional/global			87.7	
Total	519.5	528.4	549.7	547.1
<i>No. of categories</i>	12	9	8	7

Source: Successive APPRs

Questions

- Why not summarize and ask for a response to key findings as well as recommendations?
- Why not recommend increased funding?
 - Cf the 50% infrastructure target
 - As the evaluation notes, TSSP is the best performing in the Australian program of aid to PNG.
 - “Get back to focusing on success. Where things are functioning, provide resources.” – PNG aid review

2014 “A new direction for Australian aid in PNG”

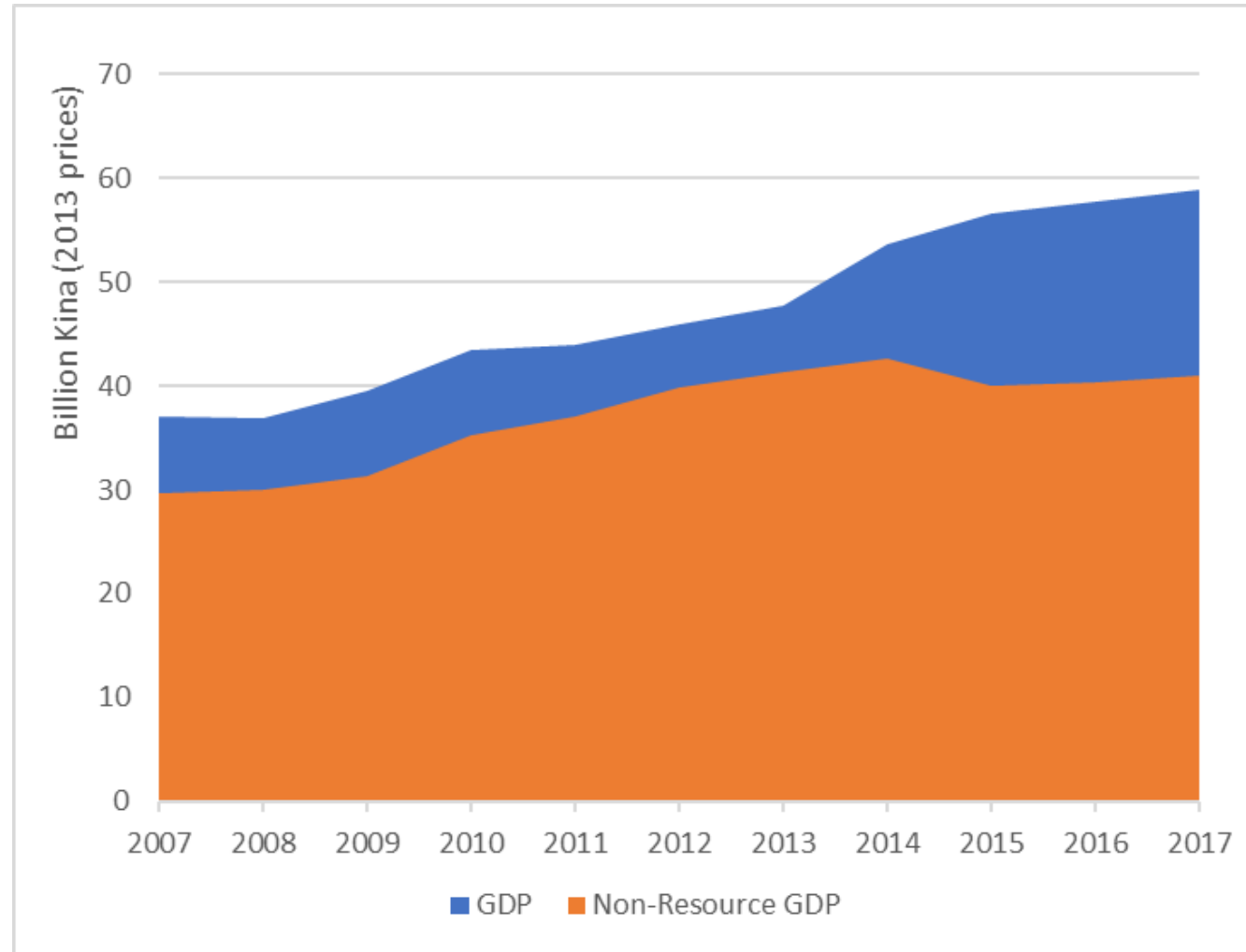
Some good ideas, but poorly implemented

- Spend 50% on infrastructure to support economic growth.
- “Establish clearer, realistic performance benchmarks to assess both our and PNG’s performance against set targets.”

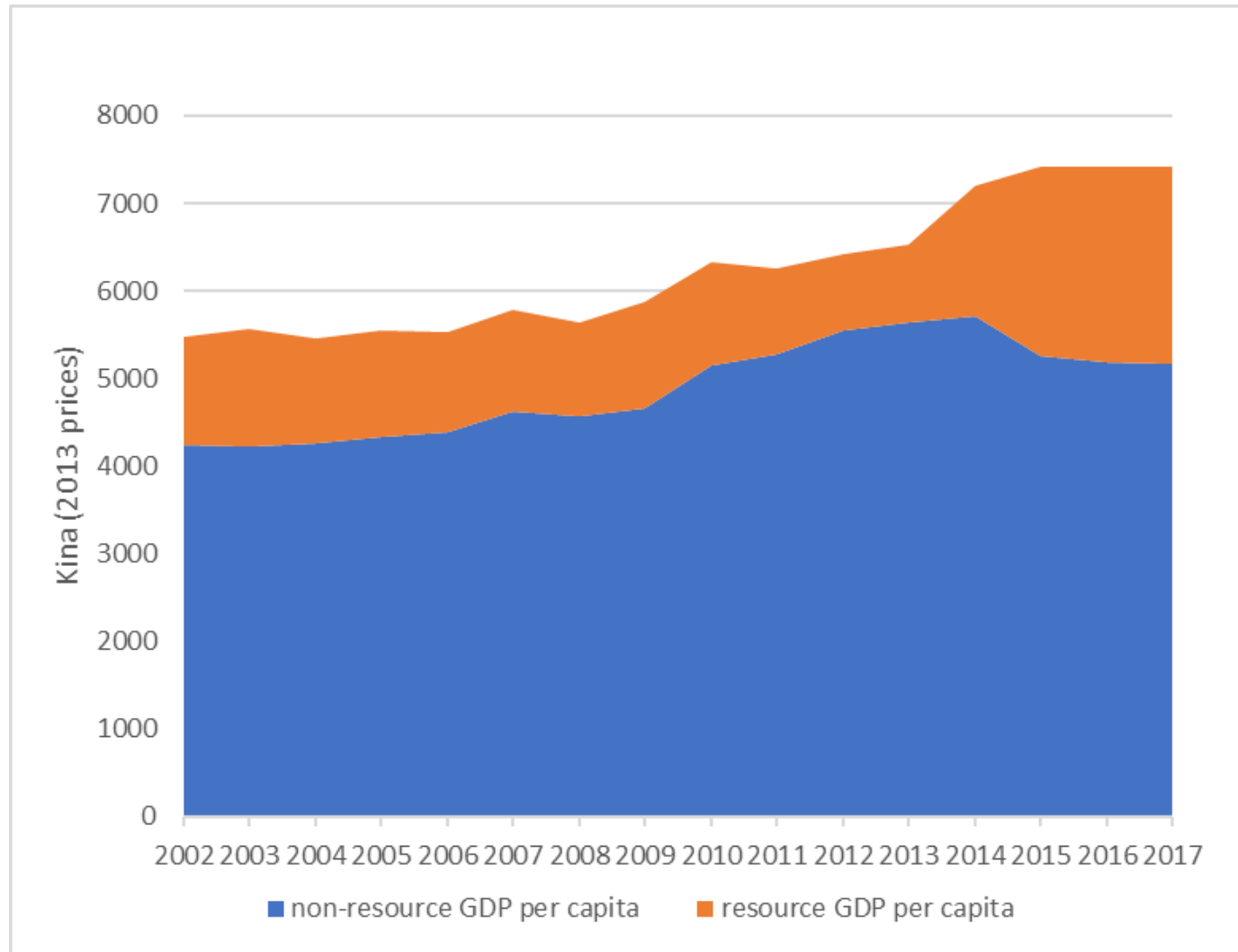
Some poor ideas

- Mandated the shift out of maintenance
 - Support “the PNG Government to take greater sovereign responsibility for meeting the needs of its people, including through system strengthening and transitioning out of basic service delivery.” Shift “aid investments from road maintenance to the reconstruction and upgrading of key economic roads ... as PNG agrees to increase its funding for road maintenance.”
- Premised on rapid, ongoing growth
 - “Over the last 12 years PNG’s economy has grown strongly. ... As PNG’s economy continues to grow ... “

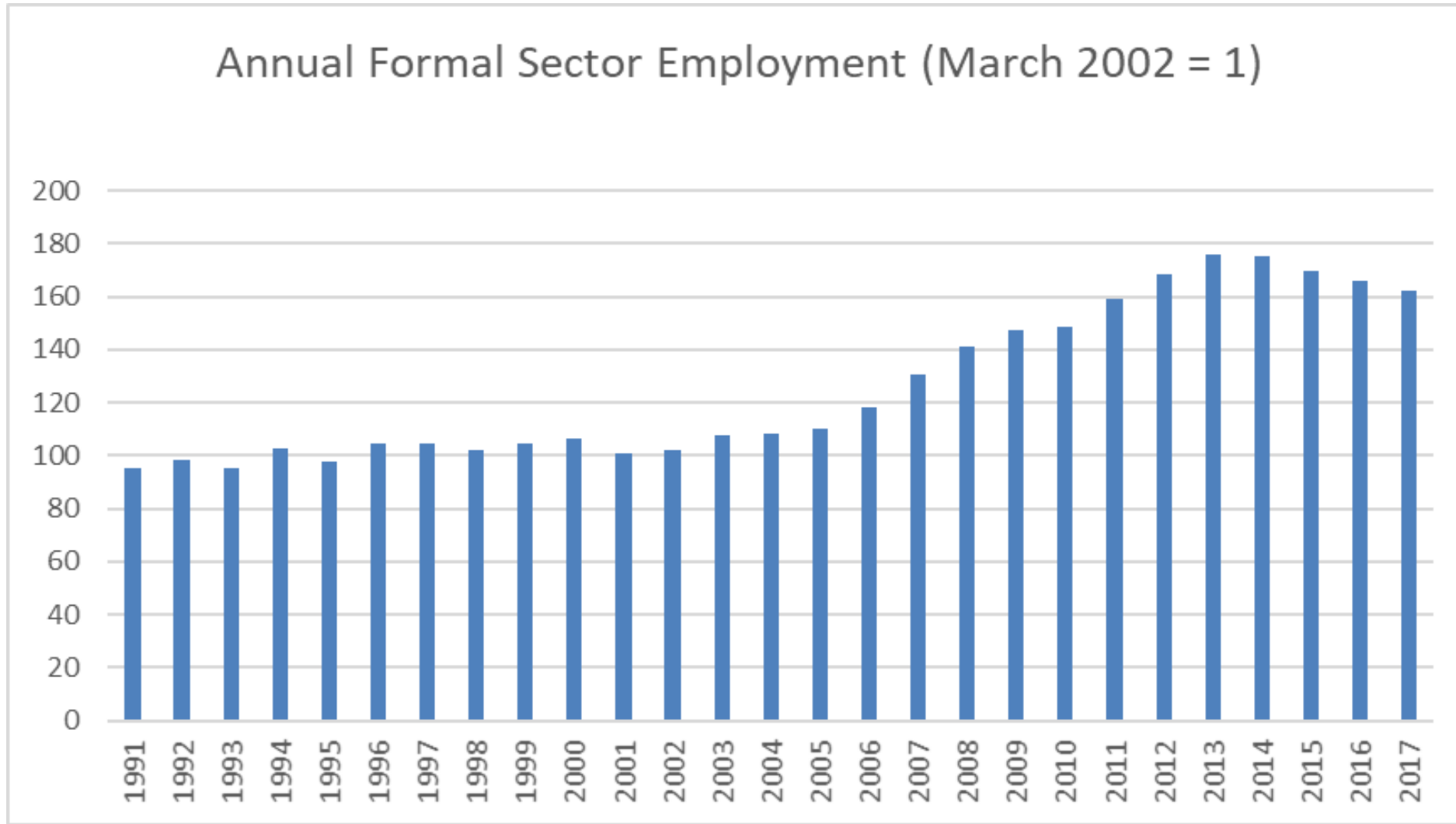
“A resource boom saw the size of PNG’s economy double over 10 years.” (p.13) Or did it?



Non- resource GDP per capita



Formal sector employment down four years in a row, starting in 2013



2. Capacity building

TSSP capacity building has failed

- “Based on this evidence and within these constraints, we conclude that DoWI’s and DoTI’s ability to maintain improvements brought about through external inputs is limited. TSSP’s advisers have helped DoWI and DoTI to improve the guidelines, systems and procedures, and have had an important influence on PNG’s road-sector policies and plans. **However, in spite of these positive contributions, there is little evidence from the last ten years of assistance of any measurable improvement in the technical and organisational capacity of TSSP’s main institutional partners [DoTI and DoWI].** Changes of leadership, staff, budget priorities and decision criteria have usually undermined improvements once advisers have left.”
(p.51)

Time for a new approach: in-line

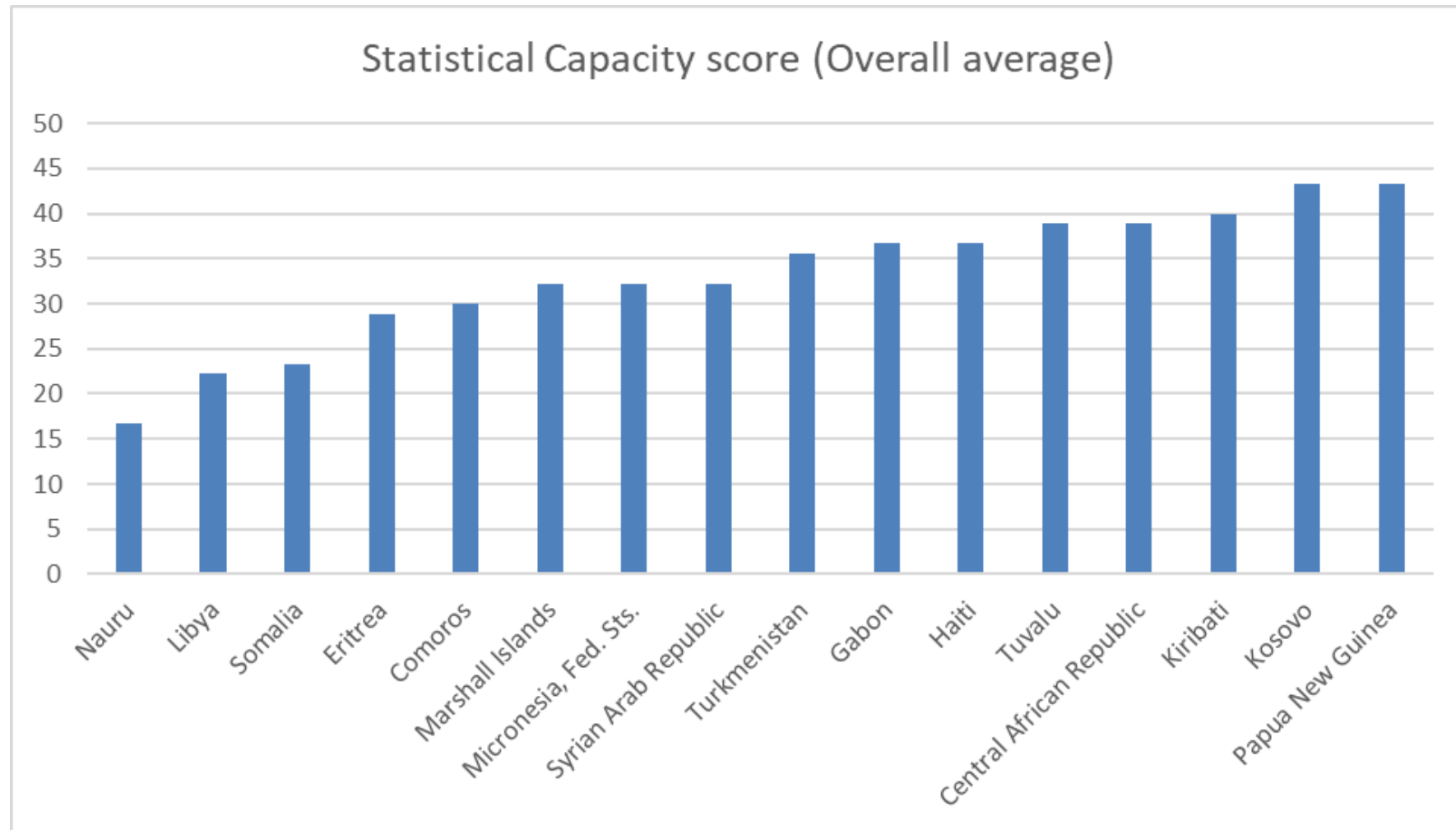
- “Recognising this, we think it is most useful to conceive of TSSP’s inputs in the sector as a form of long-term capacity supplementation, especially in the high-end functions where existing capacity is stretched. Technical assistance is more likely to be effective in capacity-building if (i) it is maintained over a long period, (ii) it is focused on tasks that are on a critical path to practical delivery of maintenance outcomes, where the incentives to improve performance are greatest, and (iii) there is a recognition that some tasks will be done more reliably by external advisers and consultants for some time.” (p.3)
- Cf 2010 PNG aid review: *“Most importantly, pilot the use of aid-funded in-line positions.”*

Questions

- Is capacity a constraint on expenditure?
- Where is this in the recommendations?

3. Data

PNG statistical capacity



<http://datatopics.worldbank.org/statisticalcapacity/SCIdashboard.aspx>

Transparency

Transport Sector Support Program

Phase 2: Up to \$400 million, 2014-2019

The PNG-Australia Transport Sector Support Program (TSSP) has been the primary Australian Government investment in transport infrastructure in PNG since 2007. The long term development goal of TSSP is a safe, reliable transport system that enables economic and social development in PNG. The majority of TSSP funding is spent on roads through Papua New Guinea's Department of Works, directly assisting it to maintain sections of the core network of 16 National Priority Roads.

TSSP funding is also provided to assist PNG's aviation and maritime sectors consistently move towards compliance with international safety and security standards. Australian Government transport sector agencies play an important role in providing integrated Australian assistance to PNG under the TSSP framework. The Australia-PNG Memorandum of Understanding on Cooperation in the Transport Sector outlines the key priorities of this engagement.

Related documents*

Name of document	Year published	Type
Australia-PNG Memorandum of Understanding on Cooperation in the Transport Sector	2010	Memorandum of understanding
Design and Implementation Framework	2013	Design

Related links

- [PNG-Australia Transport Sector Support Program](#) ↗
- [World Bank - Road Maintenance and Rehabilitation Project in PNG](#) ↗

DOCUMENTS



Reports

TRANSPORT SECTOR SUPPORT PROGRAM

Annual Sector Performance Report 2015

The Transport Sector Support Program Phase Two is a five-year funded program designed to strengthen the transport sector to develop a safe, reliable transport system in place enabling economic and social development for the women, men, girls and boys of Papua New Guinea. | [Download Report \(PDF\)](#)

Data on road quality

- 16 national roads were declared in 2006
- Australian support for these 16 roads stretches back to at least then, and is intended to persist into the indefinite future.
- They are only 4,300 kms in length
- First accurate measurement of quality of these roads obtained in 2014 and 2015.
- Recommendation: take an M&E approach similar to your new evaluation approach.

Observations/questions

- Focus the M&E effort, as with the evaluation effort: within and across projects
 - For example, ask TSSP to monitor the quality of the 16 roads every two years.
- Is an expenditure tracking study on roads feasible?

Thank you.