



Activity Sheet 14

Rural transport, poverty and economic development in Ethiopia

- Case Study # 3b

Purpose

The purpose of this activity is to deepen participants' knowledge of the links between and rural transport, poverty and economic development/growth, by drawing on the experiences from Ethiopia. It enables participants to explore the features that enable rural transport projects to make an effective contribution to poverty alleviation and economic development.

A summary of the project approach and results are summarised the attached sheets.

Group Activity

1. Read the case study sheet provided (pages 3 - 5).
2. Discuss and create a flow diagram that shows:

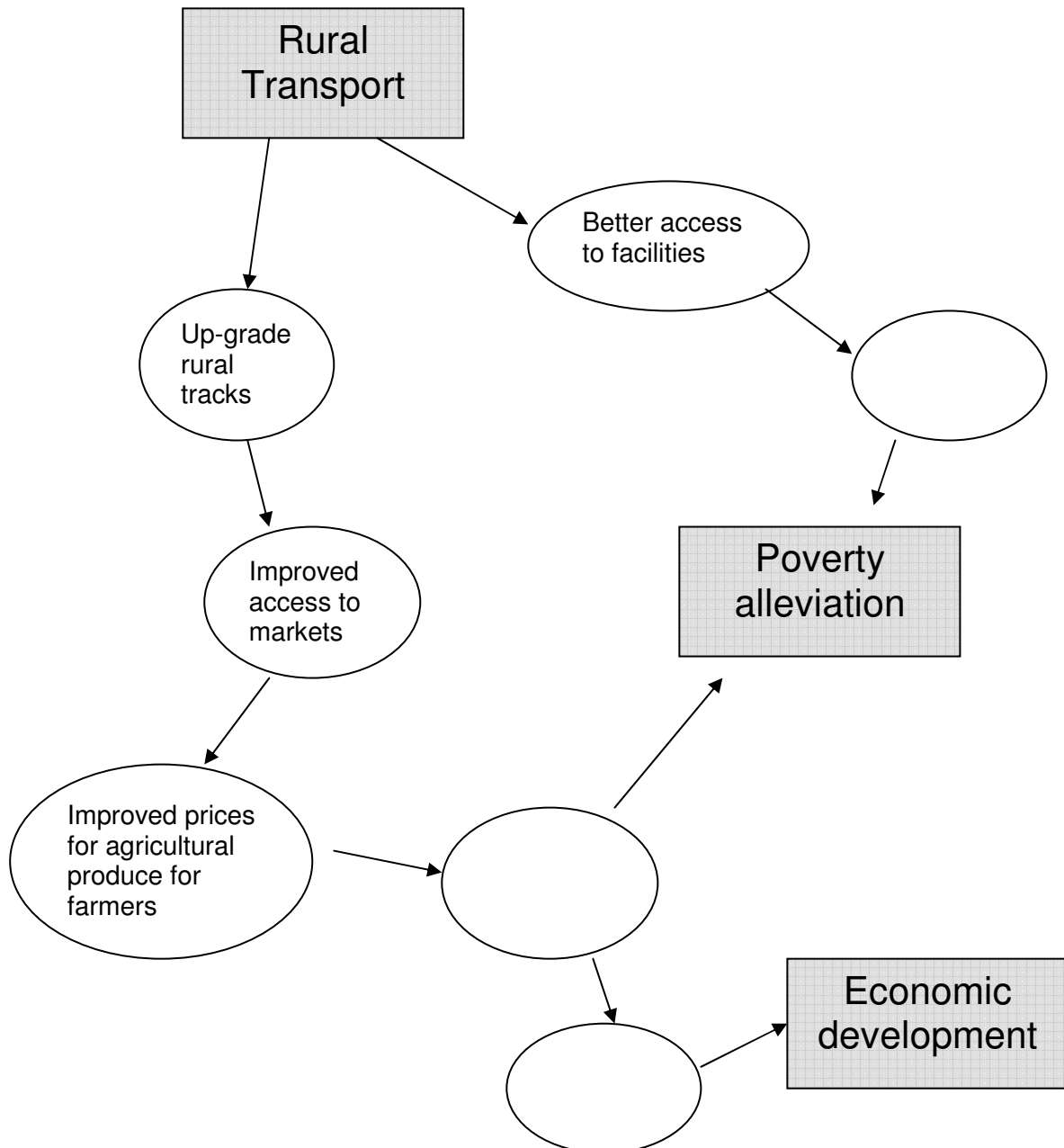
The links and pathways between rural transport, economic development, and poverty alleviation – using specific examples from the case study.

Show how improvements to rural transport contribute to economic development, and poverty alleviation.

3. Prepare your flow diagram on a flip chart using the cards given to you – using the broad layout illustrated on the next page. Add additional notes and explanations.
4. Elect a person to present your findings to the plenary.



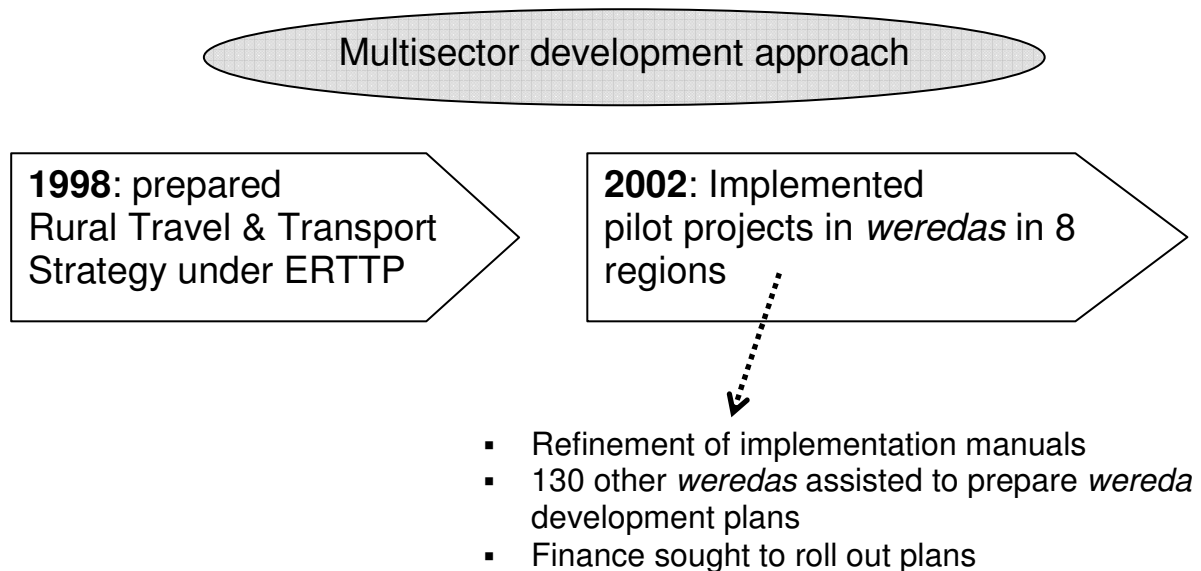
Simple example of a flow diagram showing the links and pathways between rural transport, economic development, and poverty alleviation



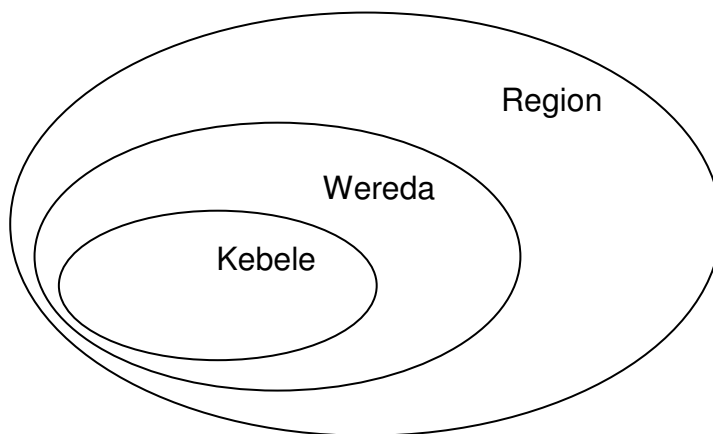


Approach of the Ethiopian Rural Travel & Transport Program (ERTTP)

A summary of the Ethiopian Rural Travel & Transport Program (ERTTP) is as shown below.



Administrative divisions in Ethiopia





Results of the Ethiopian Rural Travel & Transport Program (ERTTP)

The results of the Ethiopian Rural Travel & Transport Program (ERTTP) are summarised below.

1. Travel time

Travel time reduced where roads improved or constructed at *wereda and kebele* levels. This was due to:

- Opening of routes for motorized transport
- Switch from back loading or animals to motorized means of transport.

2. Local markets

Local markets opened up:

- For local markets for traders + farmers and delivery and purchase agricultural products + inputs
- Eliminated time and costs from previously having to travel to *wereda* centres
- Increased farm-gate prices + local market prices.

3. Facilities

Construction of new facilities e.g. health centres and schools were located nearer to the users - reduced travel time and increased usage of these facilities.

4. Mobility

Increased mobility due to introduction of new buses and other transport services.

Increased in intermediate means of transport (IMTs) - mainly animal carts. This was due in part to credit schemes.



5. **Socio-economic factors**

The following socio-economic factors improved: -

- Increased farm production and marketed output
- Diversification into new products
- Reduced prices of manufactured goods in local shops
- More microcredit available.

Keep in mind the attribution issues – many factors influence socio-economic benefits/changes.

6. **Labour-based methods**

Labour-based methods were successful, in terms of:

- Used for most road construction
- Reached satisfactory standards
- Is sustainable
- Is popular with local people