



Trainers' Notes
Rural Transport Training Materials

Module 4:

Rural Transport Services and Intermediate Means of Transport

Part 1

Rural Mobility: Overview of Issues

Part 2

The Provision of Conventional Rural Transport Services. Case Study: Mali

SESSION 4.1



SSATP
Africa Transport
Policy Program

<p>Session Objectives</p>	<p>By the end of the session participants will be able to:</p> <p>Technical paper</p> <ul style="list-style-type: none"> ● Explain the links between poverty and rural transport ● Analyse the key issues affecting rural mobility ● Design strategies for addressing these issues to improve rural mobility ● Develop strategies for creating an ‘enabling environment’ for rural transport ● Describe the nature of Private Public Partnerships and their role in rural transport <p>Case study</p> <ul style="list-style-type: none"> ● Describe the background to rural transport services in Mali ● Explain how transport costs affect the affordability of transport services especially for the poor ● Analyse the factors affecting the efficiency of transport services in Mali ● Identify the key lessons learnt, and how they may be applied to other countries.
<p>Rural Transport Knowledge Base materials used with this session</p>	<p>Improving Rural Mobility. Options for developing motorised and non-motorised transport in rural areas. By: Paul Starkey, Simon Ellis, John Hine, Anna Turnell</p> <p>The provision of conventional rural transport services: an agenda for reform. <i>Based on:</i> Public private partnerships and the provision of rural transport services in developing countries By: John Hine & Simon Ellis</p> <p>The provision of conventional rural transport services. Case study: Rural transport services in Mali. By: Simon Ellis</p>
<p>Training Materials</p>	<p><u>Presentations</u></p> <p>4.1a Rural Mobility: Overview of Issues.</p> <p>4.1b The provision of conventional rural transport services. Case study: rural transport services in Mali.</p> <p><u>Activity Sheets</u></p> <p>60 Issues of Rural Mobility 61 Promoting Rural Mobility 62 Provision of rural transport services: Mali</p>

<i>Key Topics</i>	<i>Training Methods</i>
Part 1	
1. Introduction	Presentation
2. Poverty and Rural Transport	Q & A Presentation
3. Key issues affecting rural mobility	Group Discussion Presentation with discussion
4. Strategies for improving rural mobility	Group Discussion Presentation with discussion
5. Enabling Environment for Efficient Rural Transport	Q & A Presentation with discussion
6. Public Private Partnerships (PPP)	Q & A
7. A programme for bringing about change in rural transport services	Presentation with discussion
Part 2	
8. Case Study	
8.1 Introduction	Presentation
8.2 Transport services in Mali: an overview	Presentation
8.3 Factors affecting transport services	Presentation with discussion
8.4 Reflections on lessons learnt	Case study activity
Summary of session 4.1	

This session is divided into two parts:

Part 1 is based on two papers:

Improving Rural Mobility. Options for developing motorised and non-motorised transport in rural areas.


The provision of conventional rural transport services: an agenda for reform.







Part 2 is based on the case study: The provision of conventional rural transport services in Mali.

Session 4.1 Trainers' Notes


Part 1




1. Introduction

<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation</p> 	<p>Explain how this Module and session fit into the overall structure of the Rural Transport Training Materials. The Module and session to which these notes and presentation relate is highlighted in green.</p> <p>Introduce the first part of session by explaining the learning objectives and session structure.</p> <p>The first part of this session is based on two papers: -</p> <ul style="list-style-type: none"> A. The provision of rural transport services: an agenda for reform. B. Improving Rural Mobility. Options for developing motorised and non-motorised transport in rural areas. <p>This part of the session explores the issues affecting rural mobility and the provision of rural transport services and infrastructure. Experiences are drawn on from around the world to highlight key issues. Strategies for improving rural mobility. The need to highlight gender differences and use participatory processes is highlighted.</p> <p>A programme of activities for the development of public private partnerships (PPPs) is explored and suggestions made for how issues limiting the growth of services (especially from the private sector) for remote regions can be addressed.</p> <p><i>Continued</i></p>	<p>Presentation 4.1a Slides 1 - 5</p>


<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
	<p><i>... Continued</i></p> <p>Key Points:</p> <p>Session Overview Part 1</p> <ul style="list-style-type: none">  Poverty and rural transport  Key issues affecting rural mobility  Strategies for improving rural mobility  Enabling Environment for Efficient Rural Transport  Public Private Partnerships (PPP)  A programme for bringing about change in rural transport services 	


2. Poverty and Rural Transport

Training Methods	Content	Materials
<p>Q & A</p> 	<p>Links between poverty and rural mobility</p> <ul style="list-style-type: none"> Begin the exploration of these issues by facilitating a discussion: <p><i>How does poor transport contribute to poverty?</i></p> Note points made by participants on flip chart. Key learning points are listed below. <p>Key Points:</p> <ul style="list-style-type: none"> Poor condition of <i>infrastructure</i> <ul style="list-style-type: none"> ✓ such as roads, tracks, bridges, foot paths ✓ ... limit access to farms, markets, schools, clinics Poor transport <i>services</i> <ul style="list-style-type: none"> ✓ large-scale motorised (trucks, busses, pickups) and IMTs (animal drawn, bicycles, hand carts) ✓ ... are inadequate and too expensive Reliance on walking and head loading is <ul style="list-style-type: none"> ✓ inefficient and costly ✓ inhibits agriculture and rural development ✓ heavy burden on women 	<p>Flip chart, pens</p> <p>Presentation 4.1a Slide 6</p>


<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation</p> 	<p>Explain how improving mobility can address poverty.</p> <p>Key Points:</p> <ul style="list-style-type: none">  Improve rural mobility through facilitating the provision of affordable means of transport and transport services  Improving mobility can facilitate better: - <ul style="list-style-type: none"> ✓ Access to services - education, health, finance, markets ✓ Movement of produce to market may increase income opportunities, and access to a broader range of markets ✓ Access to urban & rural employment markets ✓ Transfer of remittances from relations ✓ Participation in political, social and community activities 	<p>Presentation 4.1a Slides 7 - 8</p>

3. Key issues affecting rural mobility


Training Methods	Content	Materials
<p>Group Discussion</p> 	<p>The purpose of this activity is to examine each of the factors affecting rural mobility in some detail.</p> <ul style="list-style-type: none"> Divide participants into pairs or groups of 3, and give each pair/group Activity Sheet 60 Ask participants to discuss the following: <i>What are the factors affecting rural mobility?</i> Ask participants to prepare their findings on flip chart and to elect a person to present the findings. Ask each group presents their findings to the plenary. Facilitate a discussion on the findings and draw out the key learning. The key learning points for this activity are discussed below. 	<p>Presentation 4.1a Slides 9 - 10</p> <p>Activity Sheet 60</p> <p>Flip chart, pens</p>






<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation</p> 	<p>Summarise the points raised during the activity above by presenting the key issues illustrated in the technical papers. Link these issues with the points raised by participants. Compare and contrast any differences and discuss reasons for these differences (the participants may well have added points not listed below).</p> <p>Key Points:</p> <ul style="list-style-type: none"> ④ Wide range of stakeholders – with different needs ④ Lack of critical mass of users, operators and suppliers ④ Low population densities (scattered, remote) and low income levels – affects demand and supply ④ Patterns of adoption and use of transport services varies widely (motorised and IMTs) ④ Lack of lack of complimentary and competitive means of transport - to fulfil varied transport needs ④ High vehicle and transport costs 	<p>Presentation 4.1a Slides 11 - 29</p>



4. Promoting Rural Mobility

Training Methods	Content	Materials
<p>Group Discussion</p> 	<p>4.1 Key Strategies</p> <p>The purpose of this activity is to explore ways in which we may address the issues of rural transport, particularly for disadvantaged groups.</p> <ul style="list-style-type: none"> Divide participants into three groups, and give each group Activity Sheet 61 Explain that each group will explore ONE broad set of strategies: <ul style="list-style-type: none"> Group 1: Financial considerations Group 2: Regulatory Considerations Group 3: Complementary considerations – Education and communication Ask participants to discuss the following: <p><i>What strategies can be used to promote rural mobility?</i></p> Ask participants to prepare their findings on flip chart and to elect a person to present the findings. Ask each group presents their findings to the plenary. Facilitate a discussion on the findings and draw out the key learning. * See trainers note for an alternative way of facilitating the feedback for this activity. The key learning points for this activity are discussed below. 	<p>Presentation 4.1a Slides 30 - 31</p> <p>Activity Sheet 61</p> <p>Flip chart, pens</p>

Training Methods	Content	Materials
	<p><u>Trainers' notes</u></p> <p><i>This exercise may be facilitated in one of two ways:</i></p> <ol style="list-style-type: none"> <i>1. Each group presents their findings to the plenary, then the trainer presents the information from the Power Point presentation, and facilitates a discussion</i> <p>Or</p> <ol style="list-style-type: none"> <i>2. After each group has presented, the trainer presents the information from the technical paper that related to that particular topic only, and facilitates a discussion.</i> <p>For example, group 1 presents their findings on 'Financial Considerations', the trainer facilitates a discussion and presents the information on Financial Considerations' from the Power Point presentation 4.1a (slides 32 – 41). Then group 2 presents their findings on 'Regulatory Considerations', the trainer facilitates a discussion and presents the information from the Power Point presentation 4.1a (slides 42 – 45) on 'Regulatory Considerations', and so on.</p>	


Training Methods	Content	Materials
<p>Presentation with Discussion</p> 	<h3>4.2 Further exploration of key strategies</h3> <p>This presentation is linked to the previous activity.</p> <p>When all groups have finished presenting their findings, facilitate a discussion in plenary, on the key lessons learnt. Use the information from the technical papers (presentation 4.1a) to complement the points raised by participants.</p> <p>Ask questions like:</p> <p>What are the main financial factors to consider when developing strategies for promoting rural mobility? What are the pros and cons of providing credit and subsidies for services providers and users? Who should finance such credit and subsidies? What is the role of Intermediate Means of Transport (IMTs) in increasing rural mobility? * see trainers notes below</p> <p>What are the regulatory (legislation, laws) issues affecting rural mobility? What are the social arguments for subsidising transport in remote areas? – what regulatory measures can be taken to improve transport services in remote areas? Who and how should tariffs/fares be controlled? – or should they be left to the free-market? What are the pros and cons of various options?</p> <p>What ways may improved education and training promote rural mobility? Education for whom? In what subjects? How may improved communications help promote rural mobility?</p> <p>Continued...</p>	<p>Presentation 4:1a Slides 32 - 47</p>

Training Methods	Content	Materials
	<p>... Continued</p> <p>Key Points:</p> <ul style="list-style-type: none">  Financial Considerations <ul style="list-style-type: none"> ✓ Operating incentives to encourage the provision of services in rural areas – include lower taxes and duties ✓ reduces capital costs, increases number vehicles – but has little affect on their availability in rural areas ✓ Credit and subsidies for transport vehicles ✓ Address the reasons for low uptake of IMTs  Regulatory considerations <ul style="list-style-type: none"> ✓ Effective transport services require planning and regulation especially for low-density areas and disadvantaged groups ✓ But! inadequate resources and staff, mean transport interventions rarely address IMTs or use participatory processes or gender analysis ✓ There is a need for quality and quantity controls, and regulation of IMTs ✓ There is a role for communities to increase their bargaining power, for transport associations, and NGOs and government to provide technical and business training  Service Availability and Route Licensing: use of timetables, requiring operators to bid for routes, subsidising certain routes, government control tariffs  Subsidising Rural Transport Services: various methods – holding down fuel prices and bus fares, direct targeting e.g. the elderly, subsidising remote routes  Vehicle Utilisation and Surplus Capacity <p>Continued ...</p>	





Training Methods	Content	Materials
	<p>... Continued</p> <p>Key Points:</p> <ul style="list-style-type: none">  Vehicle prices: there are large price differences for the same product in different national markets due in part to exchange rates and tax differences <ul style="list-style-type: none"> ✓ there is a need for more competition and to restrict the monopoly power of exclusive dealerships such as bulk buying policies  Vehicle maintenance costs: there are substantial differences between Africa & Asia: training programmes can be cost effective in reducing maintenance costs 	
	<p><u>Trainers Notes</u></p> <p><i>Explain to participants that the whole areas of Intermediate Means of Transport (IMTs) will be explored in detail in the next session (session 4.2). It is suggested that trainers discuss IMT issues as they related to the broad strategies of improving rural mobility – and defer detailed discussions on IMTs to the next session.</i></p>	

5. Creating an Enabling Environment for Efficient Rural Transport


[illegible]

<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
	<p>... Continued</p> <p>Key Points:</p> <ul style="list-style-type: none">  Demand management should address: <ul style="list-style-type: none"> ✓ access to markets and market information ✓ establishment of transport brokering companies to match empty vehicles with loads ✓ modern communications to “order” transport services and transfer information ✓ network planning to maximise interconnectivity of routes ✓ ensure returns from limited budgets are maximised through the use of spot improvements 	


6. Public Private Partnerships (PPP)

<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation</p> 	<p>Explain the background issues relating to the development of Public Private Partnerships (PPP).</p> <p>Key Points:</p> <ul style="list-style-type: none">  The case for public private partnerships <ul style="list-style-type: none"> ✓ potential efficiency of private operators ✓ need to maintain service frequency ✓ need to inhibit cartels  Rural transport services essential for addressing poverty – allowing for the movement of people, and goods and services  Attempts to gain a ‘win-win’ situation for all stakeholders. This involves gaining the maximum co-operation of transport operators: <ul style="list-style-type: none"> ✓ a package of measures to be negotiated ✓ encourage them to change their behaviour, and see the benefits from doing this 	<p>Presentation 4.1a Slides 51 - 53</p>

7. A programme of activities - bringing about change in rural transport services


<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation with Discussion</p> 	<p>7.1 Key Steps</p> <p>Facilitate a discussion on the series of activities that could be carried to improve the provision of rural transport services. Ask questions like: How can we raise awareness of political leaders? What changes need to take place in transport legislation? Which stakeholder should be involved in discussions?</p> <p>Key Points:</p> <ul style="list-style-type: none">  Senior political leaders and government officials made aware of the issues and great potential benefits <p>Continued...</p>	<p>Presentation 4.1a Slides 54 - 59</p>


Training Methods	Content	Materials
	<p>... Continued</p> <p>Key Points:</p> <ul style="list-style-type: none"> 🌐 Political leaders ‘sign up’ to the process 🌐 External donors commit funds & ‘sign up’ to the process 🌐 Local ‘champions’ identified and briefed - politicians, representatives of user groups, senior civil servants 🌐 Set up budgetary arrangements 🌐 Pilot areas identified to test transport policy 🌐 Surveys into current rural transport patterns, fares, vehicle prices etc. of pilot areas 🌐 Analyse survey data 🌐 Explore alternative solution plans for each pilot area e.g. adopt new NMTs or IMTs? 🌐 Press and media publicity 🌐 Changes in transport legislation 🌐 Exhaustive discussions with operators, politicians, local authorities, user groups, transport operators 🌐 Assistance/ possibly finance 🌐 Modify area pilot plans to account for views of interested parties 🌐 Persuade transport operators to give up their current restrictive practises 🌐 Put all activities into the context of sustainable rural livelihoods 	




<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p>Presentation</p> 	<p>Concluding remarks</p> <p>Summarise the first part of this session by highlighting the main issues explored and the essential activities for taking these issues forward.</p>	



Part 2


8. Case Study: Mali


Training Methods	Content	Materials
Presentation 	8.1 Introduction Introduce the second part of this session explaining the objectives with a brief overview of the topics to be covered. During this part of the session, a case study from Mali will be introduced. Key Points: Session Overview Part 2 <ul style="list-style-type: none">Background to transport in MaliCost and affordability of rural transportFactors affecting the efficiency of transport servicesReflections on lessons learnt	Presentation 4.1 b Slides 1 - 3

Training Methods	Content	Materials
<p>Presentation</p> 	<h2>8.2 Transport services in Mali: an overview</h2> <p>Explain the nature of rural transport services in Mali, focussing on the size of the fleet and costs to rural communities, especially the poor.</p> <p>Key Points:</p> <ul style="list-style-type: none"> Classified roads total 14,776 kms, of which 57% are poorly maintained and in poor condition. Un-maintained bush tracks estimated at 30,000 kms Road density is one of the lowest in West Africa, at 1.18km of road per 100km² Total fleet of 46,600 vehicles Distance of rural communities to socio-economic services Cost and affordability of rural transport services: people pay between 2.1% and 4% of total expenditure on transport and communications. Most expenditure is on food (55.8% - 64.6%) Poverty is a rural phenomenon in Mali with 92% of the population regarded as <i>very poor</i>, and 86% of <i>poor</i> Ability of rural people to pay for transport services is very limited. Most make no more than 2 to 3 trips a year to urban areas Average per capita expenditures Transport burden particularly acute in rural areas due to the fact that the majority of the poor live in rural areas, and the poor standard of infrastructure which keep transport costs high 	<p>Presentation 4.2b Slides 4 - 9</p>

Training Methods	Content	Materials
<p>Presentation with Discussion</p> 	<h3>8.3 Factors affecting transport services</h3> <p>Facilitate a discussion on the factors affecting transport services in Mali. Present key facts and ask participants what the implications of these might be for rural communities.</p> <p>Key Points</p> <ul style="list-style-type: none">  Transport unions <ul style="list-style-type: none"> ✓ since 1992 there was no government regulation over routes and fares ✓ after liberalisation there was a reduction in transport costs ✓ to stop demise of the transport industry the transport unions published voluntary minimum and maximum prices for all road sector transport ✓ there are 4 main unions or Syndicates to which virtually all operators belong ✓ union system requires operators to use truck parks to obtain loads on a first come - first served basis ✓ queuing for loads and fixed prices for particular routes makes the <u>vehicle fleet very inefficient</u>  Policy environment <ul style="list-style-type: none"> ✓ confusion over transport policy, with different organisations unaware what the others are doing, and no co-ordination ✓ an inefficient equilibrium. More transparency required ✓ confusion makes process of transportation long winded and uncertain <p>Continued...</p>	<p>Presentation 4.2b Slides 10 - 17</p>

<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
	<p><i>... Continued</i></p> <ul style="list-style-type: none">  Finance <ul style="list-style-type: none"> ✓ lack of finance is not a constraint to the increased efficiency of rural transport services - if the fleet of vehicles can operated more efficiently  Infrastructure <ul style="list-style-type: none"> ✓ no/inadequate routine maintenance leading seasonal access problems especially in the wet season ✓ a priority is to address seasonal access problems to increase traffickability ✓ spot improvements to a small fraction of the total network could make vast improvements 	

Training Methods	Content	Materials
<p>Case Study activity in groups</p> 	<h3>8.4 Reflections on lessons learnt</h3> <p>The purpose of this activity is to analyse the factors that affect the cost and efficiency of transport services in the countries where the participants are working, to draw on the lessons from the Mali experience and consider how they may be applied to other countries.</p> <ul style="list-style-type: none"> ④ Divide the participants into groups of 4 or 5 people. ④ Give each group Activity Sheet 49 and a copy of the full text of the case study. ④ Ask participants to discuss the following points: <ul style="list-style-type: none"> A. <i>What factors affect the cost and efficiency of transport services in other countries?</i> B. <i>What lessons can we draw from the experiences of Mali that may be applied to other countries?</i> ④ Ask the groups to prepare their findings on a flip chart and to elect a person to present the findings. ④ Each group presents their findings to the plenary. ④ Facilitate a discussion on the findings and draw out the key learning points. <p><u>Trainers' Note</u></p> <p><i>There are no right or wrong answers here. However, participants should consider the range of issues covered in the Mali case study, such as cost and finances, policy environment, infrastructure, social, trade unions and factors that help or hinder the development of an enabling environment.</i></p>	<p>Presentation 4.2b Slide 18</p> <p>Flip chart, pens</p> <p>Activity sheet 49</p>



<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
	<p>Summary of session 4.1</p> <p>Conclude this session by reviewing the issues explored and the key lessons learnt, highlighting areas that may need further investigation or discussion.</p>	