

# RURAL TRANSPORT TRAINING MATERIALS

TRAINER'S NOTES

## MODULE 4 RURAL MOBILITY

### Part 1

Rural Mobility: Overview of Issues

---

### Part 2

The provision of conventional rural transport services. Case study: Mali

SESSION 4.1



The World Bank



**DFID** Department for  
International  
Development



theIDLgroup 

<p><b>Session Objectives</b></p>	<p>This session enables participants to:</p> <p><b>Technical paper</b></p> <ul style="list-style-type: none"> <li>● Examine the links between poverty and rural transport</li> <li>● Explore the key issues affecting rural mobility</li> <li>● Suggest strategies for addressing these issues to improve rural mobility</li> <li>● Explore strategies for creating an 'enabling environment' for rural transport</li> <li>● Describe the nature of Private Public Partnerships and their role in rural transport</li> </ul> <p><b>Case study</b></p> <ul style="list-style-type: none"> <li>● Describe the background to rural transport services in Mali</li> <li>● Explain how transport costs affect the affordability of transport services especially for the poor</li> <li>● Analyse the factors affecting the efficiency of transport services in Mali</li> <li>● Reflect on the key lessons learnt, and how they may be applied to other countries.</li> </ul>
<p><b>Rural Transport Knowledge Base materials used with this session</b></p>	<p>Improving Rural Mobility. Options for developing motorised and non-motorised transport in rural areas.  <b>By:</b> 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  <b>By:</b> John Hine &amp; Simon Ellis</p> <p>The provision of conventional rural transport services. Case study: Rural transport services in Mali.  <b>By:</b> Simon Ellis</p>
<p><b>Training Materials</b></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>46 Issues of Rural Mobility  47 Promoting Rural Mobility  48 Provision of rural transport services: Mali</p>

<i>Key Topics</i>	<i>Training Methods</i>
<b>Part 1</b>	
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
<b>Part 2</b>	
8. Case Study 8.1 Introduction 8.2 Transport services in Mali: an overview 8.3 Factors affecting transport services 8.4 Reflections on lessons learnt	Presentation Presentation Presentation with discussion Case study activity
<b>Summary of session 4.1</b>	

**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

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></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: -            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> <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><b>Continued</b></p>	<p>Presentation 4.1a            Slides 1 - 5</p>


<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><i>... Continued</i></p> <p><b>Key Points:</b></p> <p><b>Session Overview Part 1</b></p> <ul style="list-style-type: none"> <li>③ Poverty and rural transport</li> <li>③ Key issues affecting rural mobility</li> <li>③ Strategies for improving rural mobility</li> <li>③ Enabling Environment for Efficient Rural Transport</li> <li>③ Public Private Partnerships (PPP)</li> <li>③ A programme for bringing about change in rural transport services</li> </ul>	




<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></p> 	<p>Explain how improving mobility can address poverty.</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>③ Improve rural mobility through facilitating the provision of affordable means of transport and transport services</li> <li>③ Improving mobility can facilitate better: -           <ul style="list-style-type: none"> <li>✓ Access to services - education, health, finance, markets</li> <li>✓ Movement of produce to market may increase income opportunities, and access to a broader range of markets</li> <li>✓ Access to urban &amp; rural employment markets</li> <li>✓ Transfer of remittances from relations</li> <li>✓ Participation in political, social and community activities</li> </ul> </li> </ul>	<p>Presentation 4.1a Slides 7 - 8</p>




### 3. Key issues affecting rural mobility


<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Group Discussion</b></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"> <li>⦿ Divide participants into pairs or groups of 3, and give each pair/group Activity Sheet 46.</li> <li>⦿ Ask participants to discuss the following:                     <p><i>What are the factors affecting rural mobility?</i></p> </li> <li>⦿ Ask participants to prepare their findings on flip chart and to elect a person to present the findings.</li> <li>⦿ Ask each group presents their findings to the plenary.</li> <li>⦿ Facilitate a discussion on the findings and draw out the key learning.</li> <li>⦿ The key learning points for this activity are discussed below.</li> </ul>	<p>Presentation 4.1a Slides 9 - 10</p> <p>Activity Sheet 46</p> <p>Flip chart, pens</p>

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></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><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>☉ Wide range of stakeholders – with different needs</li> <li>☉ Lack of critical mass of users, operators and suppliers</li> <li>☉ Low population densities (scattered, remote) and low income levels – affects demand and supply</li> <li>☉ Patterns of adoption and use of transport services varies widely (motorised and IMTs)</li> <li>☉ Lack of lack of complimentary and competitive means of transport - to fulfil varied transport needs</li> <li>☉ High vehicle and transport costs</li> </ul>	<p>Presentation 4.1a Slides 11 - 29</p>

## 4. Promoting Rural Mobility

Training Methods	Content	Materials
<p><b>Group Discussion</b></p> 	<p><b>4.1 Key Strategies</b></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"> <li>④ Divide participants into three groups, and give each group Activity Sheet 47.</li> <li>④ Explain that each group will explore ONE broad set of strategies:           <ul style="list-style-type: none"> <li>Group 1: Financial considerations</li> <li>Group 2: Regulatory Considerations</li> <li>Group 3: Complementary considerations – Education and communication</li> </ul> </li> <li>④ Ask participants to discuss the following:           <p style="text-align: center;"><i>What strategies can be used to promote rural mobility?</i></p> </li> <li>④ Ask participants to prepare their findings on flip chart and to elect a person to present the findings.</li> <li>④ Ask each group presents their findings to the plenary. Facilitate a discussion on the findings and draw out the key learning. * See <i>trainers note for an alternative way of facilitating the feedback for this activity.</i></li> <li>④ The key learning points for this activity are discussed below.</li> </ul>	<p>Presentation 4.1a Slides 30 - 31</p> <p>Activity Sheet 47</p> <p>Flip chart, pens</p>

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><b><u>Trainers' notes</u></b></p> <p><i>This exercise may be facilitated in one of two ways:</i></p> <ol style="list-style-type: none"> <li>1. <i>Each group presents their findings to the plenary, then the trainer presents the information from the Power Point presentation, and facilitates a discussion</i></li> </ol> <p><b>Or</b></p> <ol style="list-style-type: none"> <li>2. <i>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></li> </ol> <p><b>For example</b>, 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>	

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p data-bbox="135 600 331 705"><b>Presentation with Discussion</b></p> 	<p data-bbox="419 526 1145 571"><b>4.2 Further exploration of key strategies</b></p> <p data-bbox="419 604 1129 638">This presentation is linked to the previous activity.</p> <p data-bbox="419 678 1209 862">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 data-bbox="419 902 689 936">Ask questions like:</p> <p data-bbox="419 976 1168 1043">What are the main financial factors to consider when developing strategies for promoting rural mobility?</p> <p data-bbox="419 1048 1141 1115">What are the pros and cons of providing credit and subsidies for services providers and users?</p> <p data-bbox="419 1120 1088 1153">Who should finance such credit and subsidies?</p> <p data-bbox="419 1158 1220 1261">What is the role of Intermediate Means of Transport (IMTs) in increasing rural mobility? * <b>see trainers notes below</b></p> <p data-bbox="419 1301 1114 1368">What are the regulatory (legislation, laws) issues affecting rural mobility?</p> <p data-bbox="419 1373 1241 1485">What are the social arguments for subsidising transport in remote areas? – what regulatory measures can be taken to improve transport services in remote areas?</p> <p data-bbox="419 1489 1228 1592">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 data-bbox="419 1632 1241 1776">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 data-bbox="408 1854 598 1888"><b>Continued...</b></p>	<p data-bbox="1268 600 1471 705">Presentation 4:1a Slides 32 - 47</p>

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


<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p style="text-align: center;"><b>... Continued</b></p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li> <span style="display: inline-block; width: 1em; height: 1em; border: 1px solid black; border-radius: 50%; margin-right: 0.5em;"></span>           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"> <li>✓ there is a need for more competition and to restrict the monopoly power of exclusive dealerships such as bulk buying policies</li> </ul> </li> <li> <span style="display: inline-block; width: 1em; height: 1em; border: 1px solid black; border-radius: 50%; margin-right: 0.5em;"></span>           Vehicle maintenance costs: there are substantial differences between Africa &amp; Asia: training programmes can be cost effective in reducing maintenance costs         </li> </ul>	
	<p><b><u>Trainers Notes</u></b></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>	







<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><b>... Continued</b></p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li> <span data-bbox="406 600 438 633">☉</span> Demand management should address:               <ul style="list-style-type: none"> <li>✓ access to markets and market information</li> <li>✓ establishment of transport brokering companies to match empty vehicles with loads</li> <li>✓ modern communications to “order” transport services and transfer information</li> <li>✓ network planning to maximise interconnectivity of routes</li> <li>✓ ensure returns from limited budgets are maximised through the use of spot improvements</li> </ul> </li> </ul>	


## 6. Public Private Partnerships (PPP)

<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p><b>Presentation</b></p> 	<p>Explain the background issues relating to the development of Public Private Partnerships (PPP).</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>◎ The case for public private partnerships               <ul style="list-style-type: none"> <li>✓ potential efficiency of private operators</li> <li>✓ need to maintain service frequency</li> <li>✓ need to inhibit cartels</li> </ul> </li> <li>◎ Rural transport services essential for addressing poverty – allowing for the movement of people, and goods and services</li> <li>◎ 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"> <li>✓ a package of measures to be negotiated</li> <li>✓ encourage them to change their behaviour, and see the benefits from doing this</li> </ul> </li> </ul>	<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><b>Presentation with Discussion</b></p> 	<p><b>Key Steps</b></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><b>Key Points:</b></p> <ul style="list-style-type: none"> <li> Senior political leaders and government officials made aware of the issues and great potential benefits</li> </ul> <p><b>Continued...</b></p>	<p>Presentation 4.1a Slides 54 - 59</p>











<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><b>... Continued</b></p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>③ Political leaders ‘sign up’ to the process</li> <li>③ External donors commit funds &amp; ‘sign up’ to the process</li> <li>③ Local ‘champions’ identified and briefed - politicians, representatives of user groups, senior civil servants</li> <li>③ Set up budgetary arrangements</li> <li>③ Pilot areas identified to test transport policy</li> <li>③ Surveys into current rural transport patterns, fares, vehicle prices etc. of pilot areas</li> <li>③ Analyse survey data</li> <li>③ Explore alternative solution plans for each pilot area e.g. adopt new NMTs or IMTs?</li> <li>③ Press and media publicity</li> <li>③ Changes in transport legislation</li> <li>③ Exhaustive discussions with operators, politicians, local authorities, user groups, transport operators</li> <li>③ Assistance/ possibly finance</li> <li>③ Modify area pilot plans to account for views of interested parties</li> <li>③ Persuade transport operators to give up their current restrictive practises</li> <li>③ Put all activities into the context of sustainable rural livelihoods</li> </ul>	




<i>Training Methods</i>	<i>Content</i>	<i>Materials</i>
<p><b>Presentation</b></p> 	<p><b>Concluding remarks</b></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


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

Training Methods	Content	Materials
<p data-bbox="135 526 331 560"><b>Presentation</b></p> 	<p data-bbox="422 459 1189 492"><b>8.2 Transport services in Mali: an overview</b></p> <p data-bbox="422 537 1165 638">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 data-bbox="359 683 534 716"><b>Key Points:</b></p> <ul style="list-style-type: none"> <li data-bbox="422 761 1220 862">  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         </li> <li data-bbox="422 907 1204 974">  Road density is one of the lowest in West Africa, at 1.18km of road per 100km<sup>2</sup> </li> <li data-bbox="422 1019 885 1052">  Total fleet of 46,600 vehicles         </li> <li data-bbox="422 1097 1173 1153">  Distance of rural communities to socio-economic services         </li> <li data-bbox="422 1198 1220 1344">  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%)         </li> <li data-bbox="422 1388 1197 1489">  Poverty is a rural phenomenon in Mali with 92% of the population regarded as <i>very poor</i>, and 86% of <i>poor</i> </li> <li data-bbox="422 1534 1220 1635">  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         </li> <li data-bbox="422 1680 941 1713">  Average per capita expenditures         </li> <li data-bbox="422 1758 1236 1892">  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         </li> </ul>	<p data-bbox="1268 526 1460 627">Presentation 4.2b Slides 4 - 9</p>

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



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

Training Methods	Content	Materials
<p><b>Case Study activity in groups</b></p> 	<p><b>8.4 Reflections on lessons learnt</b></p> <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"> <li>☉ Divide the participants into groups of 4 or 5 people.</li> <li>☉ Give each group Activity Sheet 49 and a copy of the full text of the case study.</li> <li>☉ Ask participants to discuss the following points: <ul style="list-style-type: none"> <li>A. <i>What factors affect the cost and efficiency of transport services in other countries?</i></li> <li>B. <i>What lessons can we draw from the experiences of Mali that may be applied to other countries?</i></li> </ul> </li> <li>☉ Ask the groups to prepare their findings on a flip chart and to elect a person to present the findings.</li> <li>☉ Each group presents their findings to the plenary.</li> <li>☉ Facilitate a discussion on the findings and draw out the key learning points.</li> </ul> <p><b><u>Trainers' Note</u></b></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><b>Summary of session 4.1</b></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>	