

Rural Transport Training Materials

Module 4:

Rural Mobility

The provision of conventional
rural transport services

Case study: Rural transport
services in Mali

Session 4.1

Part 2

Presentation 4.1b



The World Bank



DFID Department for
International
Development



theIDLgroup 

1. Introduction

Learning Objectives

This session enables participants to:

- ③ Describe the background to rural transport services in Mali
- ③ Explain how transport costs affect the affordability of transport services especially for the poor
- ③ Analyse the factors affecting the efficiency of transport services in Mali
- ③ Reflect on the key lessons learnt, and how they may be applied to other countries

Session Overview

- ③ Background to transport in Mali
- ③ Cost and affordability of rural transport
- ③ Factors affecting the efficiency of transport services
- ③ Reflections on lessons learnt

2. Background to transport in Mali

- ◎ Classified roads = 14,776 kms
 - 57% in poor condition
- ◎ Un-maintained bush tracks = 30,000 kms
- ◎ Road density - lowest in West Africa
 - 1.18km of road per 100km² in Mali, compared to
 - 3.1 for the West African Economic Community (CEAO)
- ◎ Total fleet of 46,600 vehicles
 - 80% of new vehicle registrations (new or used) from the Bamako District
 - excess supply
 - estimated number 840 vehicles used for rural operations

Distance of rural communities to socio-economic services

Service	Percentage of communities within certain distance to service			
	< 5 km	5 - 14 km	> 15 km	Don't Know
Primary school (1)	69.2	9.8	13.5	7.4
Primary school (2)	47.1	37.8	14.5	0.7
Primary school (3)	11.0	26.0	60.3	2.6
Secondary school (4)	2.1	2.2	88.1	7.6
Post Office	15.4	20.7	60.2	3.8
Local market	48.1	36.2	15.7	0.0
Daily transport	21.4	19.5	44.1	15.0
Weekly transport	46.9	26.1	19.8	7.2
Health service offering family planning	16.8	32.3	37.2	13.7

3. Cost & affordability of rural transport

⊙ Poverty is a rural phenomenon in Mali

- 92% of *very poor*
- 86% of *poor*

⊙ Ability of rural people to pay for transport services is very limited

- for the *very poor* in a remote area with seasonal access problems
 - make two or three trips per year

Average per capita expenditures (1997 prices)

	Non-Poor	Poor	Very Poor
Annual expenditure (FCFA)	355,520	178,344	107,562
% share of total expenditures:			
Food	55.8	64.6	64.6
Clothing	13.7	10.1	10.1
Housing, energy and water	12.2	12.1	12.1
Transport and communications	4.0	2.1	2.1
Health	2.6	1.7	1.7
Education	1.4	0.7	0.7
Other	10.3	8.7	8.7
Annual expenditure available for transport (FCFA)	14,220	3,745	2,260

© Transport costs increase as:

- the quality of the road deteriorates
- access is threatened by heavy rain

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- transport **costs increased by 1.5 times** with a move from paved to a good quality gravel surface
- **costs double** with a move from a paved road to a poor quality track
 - these differentials still exist

© Transport burden particularly acute in rural areas due to:

- majority of poor people live in rural areas
- poor standard of infrastructure - high transport costs

Typical costs of transport found during field visits

Route	Distance (km)	Road type	Load type	Cost (FCFA)
Bamako (urban)	6	Paved	Passenger	155
Bamako-Fana	125	Paved	Passenger	1000
Dioila (rural)	15	Track	Passenger	250
Segou-Katiena	87	1/2 Paved, 1/2 Track	Passenger Goods	1000 (dry) 1500 (wet) 6.0/kg (dry) 12.5/kg (wet)
Kolokani (rural)	25	Track	Passenger	400
Kolokani (rural)	45	Track	Passenger Goods	500 (dry) 1000 (wet) 15/kg (dry)
Kolokani (rural)	11	No vehicle access	Goods by animal cart	5/kg

4. Factors affecting the efficiency of transport services in Mali

1. Transport unions

2. The policy environment

3. Finance

4. Infrastructure

1. Transport unions

- ⊙ Since 1992 - **no government regulation** over routes and fares
- ⊙ After liberalisation - **reduction in transport costs**
 - freight rates were below long run operating costs - led to the demise of a number of vehicle operators the country
 - e.g. price per tonne kilometre dropped from FCFA 32-35 before liberalisation to FCFA 16 after liberalisation
- ⊙ To stop demise of the transport industry - transport unions published **voluntary** minimum and maximum prices - all road sector transport
 - prices based on the previously used government figures
 - still in place today

- ③ Four main unions (syndicates)
 - virtually all operators belong
- ③ Union system requires operators to use truck parks to obtain loads
 - first come - first served
 - operators wait for many days to secure a load
 - particularly acute in Bamako
- ③ To become a member of a union
 - joining fee (every 3 years)
 - annual membership fee
 - small daily fee to use the lorry park
 - fee for each trip made

Queuing for loads and fixed prices
for particular routes makes the
vehicle fleet very inefficient

⊙ No incentives for operators

- to be aware of their operating costs
- to renew their vehicles to maximise utilisation

⊙ Result?

- a very old fleet
- only survives because of the system

2. The policy environment

⊙ Confusion over transport policy

- different organisations have a stake in the transport system
- but none are aware what the others are doing
- no co-ordination

⊙ Example:

- transport unions talk to the Ministry of Transport but the Ministry of Finance collects all import duties, fuel taxes and travel taxes
 - Ministries and unions not sure what the taxes are being used for

⊙ Result

- individual relationships developed between the unions and each of the organisations
- an inefficient equilibrium

- ◎ A push in Mali to develop a Roads Board
 - interested parties develop a co-ordinated policy
- ◎ More transparency required
 - what revenues are being raised, from where, for what purpose
- ◎ Confusion makes process of transportation long winded and uncertain
 - no incentive for more efficient operators to join the market

3. Finance

- ⊙ Lack of finance - not a constraint to the increased efficiency of rural transport services
 - no shortage of vehicles for the demand
 - people find ways of purchasing vehicles
- ⊙ **If** the fleet of vehicles can operated more efficiently
 - help to finance a more modern fleet of vehicles could be justified

4. Infrastructure

⊙ Major constraint to

- increased availability of rural transport services
- improved marketing of agricultural produce

⊙ No/ inadequate routine maintenance

- deep rutting, potholes, seasonal access problems

⊙ Priority

- address seasonal access problems (wet season)
- increase traffickability
 - spot improvements to a small fraction of the total network = vast improvements

Provision of rural transport services: Mali



Group Activity

- A. *What factors affect the cost and efficiency of transport services in other countries?*
- B. *What lessons can be drawn from the Mali experience?*