

Rural Transport, Agriculture & Food Security –
Outcome of the SSATP/Africa College workshop at
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Rural Transport, Agriculture & Food Security

- Transport is an integral part of food security and productivity where there is trade. To take goods to market requires transport and travel.
- Trading in food in Africa requires nuanced understanding of farmers, farming and travelling and transport.
- The burdens of transport are not simply a matter of costs, they are also to do with the way travel and transport interact with social organisation, social processes, technology use, market institutions, services including storage and border crossings, technologies, information, spatial form and distributions
- Better informed understandings of the role of travel and transport requires understanding of household strategies and competencies and a gendered understanding
- Community enterprise focussed on transport can increase agricultural productivity

Transport is a critical element in agricultural productivity

- Infrequent, expensive or poor quality transport and storage services increase product costs, damage goods, increase crop deterioration
- Many farmers are women
 - Women responsible for 70% of food staple production (WB, 1990)
 - 70% of agricultural output SAA is headloaded (IFRTD,2009)
 - 85% of all freight carrying journeys are headloading
 - Women farmers farm own and labour on farms of others
 - Women's individual acreage is small but not insignificant role in times of increasing food insecurity, shortage and price volatility

Transport is a critical element in agricultural marketing

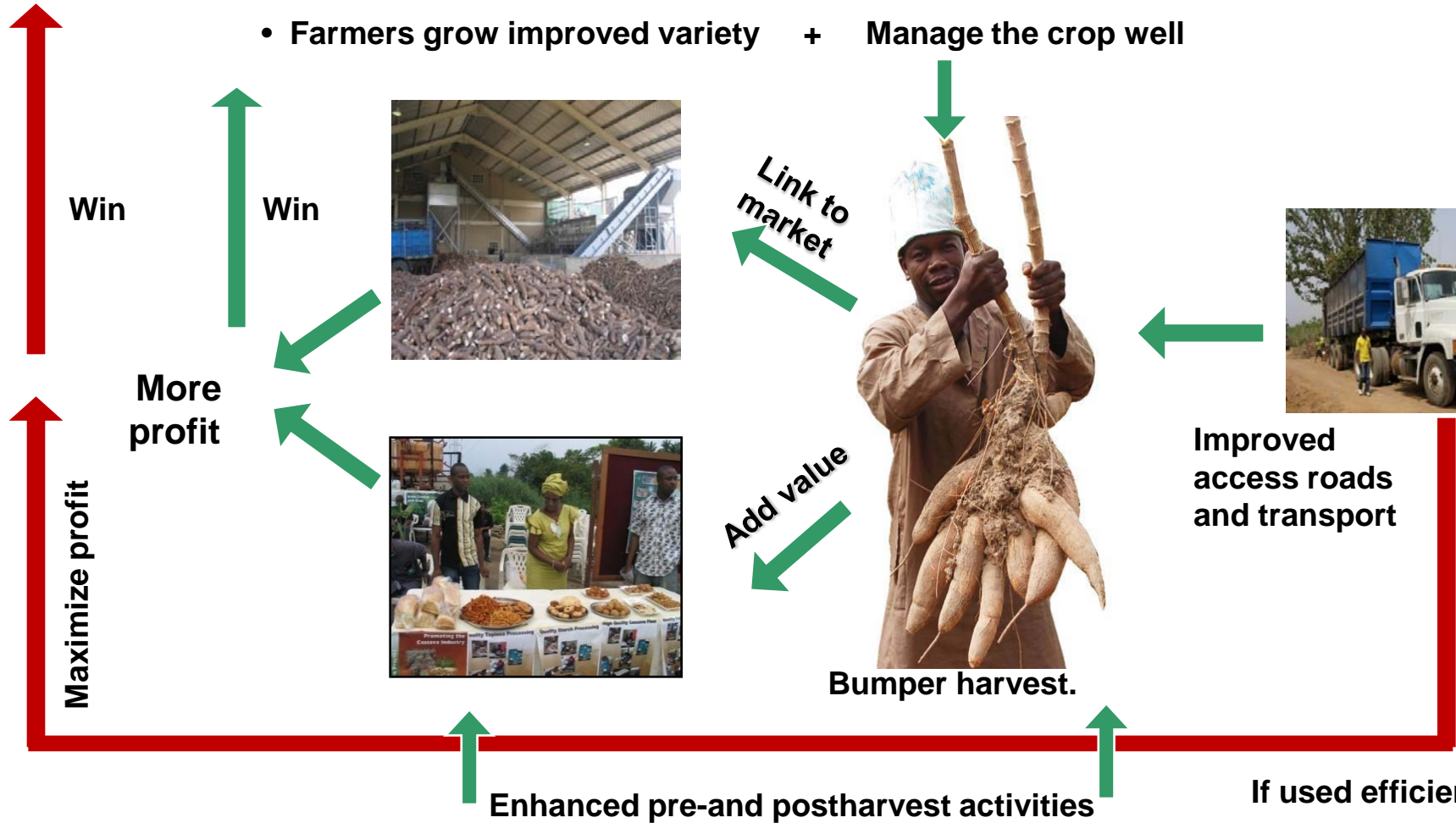
- Transport costs
 - % of final market price 3.5% to 25%
 - African farmers receive 30-50% of final market price and difference goes on transport costs
 - Proportion of transport costs vary according to factors such as commodity type, distance, efficiency, perishability
 - Adds to volatility and high costs of food; reducing transport costs can reduce price consumers pay
- Transport supply
 - Estimated that typically 10-40% of harvest remains stranded and as much as 89% due to inadequate supply of transport (Tanzania)

Accessing Markets



Increased income & food security

• Farmers grow improved variety + Manage the crop well



Win

Win

More profit

Maximize profit

Link to market

Add value

Improved access roads and transport

Bumper harvest.

Enhanced pre-and postharvest activities

If used efficiently

Questions for workshop

- How can we look more in-depth at failures and processes of failure
- How can we understand successes better and the institutions and processes involved?
- How do we scale-up success?
- How can we use existing processes and institutions of community organisations to further community participation and action
- How can we make rural transport attractive to politicians?
- How can coalitions be developed with all stakeholders in rural development?
- How can we get better at demonstrating influence of rural mobility investments on agricultural development as a way to win more resources?
- How do we synchronise and co-ordinate investments in complimentary sectors?

Discussions

Discussions and development of concrete actions focused on three areas:

- Improving information base for Policies, Plans & Programmes. Translating policies into plans and programmes
- Research funding opportunities
- Resources for knowledge exchange - marshalling human and financial investments to improve knowledge

Action on Improving information base for Policies, Plans & Programmes. Translating policies into action

- Toolkit for the rolling out of best practice
- Better understanding of the delivery and management mechanisms in agriculture and transport and the potential for bringing them together
- Need for monitoring and evaluation
- Need to establish quality baseline data and archive it
- Information should be better at incorporating and integrating social inclusion, gender, HIV/AIDS issues
- Review of sectoral policies (e.g., in agriculture) for rural mobility synergies

Action on research gaps and funding opportunities

- Research on involvement of different elements of society (e.g., public sector, private sector & community organisations) in implementing different levels of rural transport
- Understand multi-sectoral linkages better
- Explore opportunities for joint multi-disciplinary research
- Do small-scale, high-profile research on key problems and bottlenecks in getting harvest to market
- Issue of management in agriculture & rural transport delivery systems
- Assessing the role for co-op/farmer organisations in integrated agricultural production, marketing & transport

Action on resources for knowledge exchange

- Advocacy – rights-based approach to minimising or getting rid of head loading – linking a wider set of NGOs in the effort.
- Make known the existing Knowledge banks and repository (e.g. gTKP, AFCAP, etc.) – with possible better signposting from SSATP
- Links to and exchange between CAADP and national level around discussions on agricultural/transport policy and investment
- ARTA/SSATP lead on mapping on rural transport infrastructure with the addition of other multi-sectoral partners to add other bits
- Advocacy within national ministries

Points for discussion

- What are SSATP and ARTA already doing or planning to do in this area?
- What other activities can SSATP and ARTA do in this area?