

# RURAL TRANSPORT TRAINING MATERIALS

## TRAINER'S NOTES

### MODULE 1: POLICIES AND STRATEGIES

#### Part 1

Socio-economic Impact of Rural  
Transport Interventions.

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#### Part 2

The Impact of Feeder Road Investment  
on Accessibility and Agricultural  
Development in Ghana.



### SESSION 1.2



The World Bank



**DFID** Department for  
International  
Development



theIDLgroup

<p><b>Session Objectives</b></p>	<p>This session enables participants to:</p> <ul style="list-style-type: none"> <li>③ Examine the role of conventional approaches to road investment in poverty alleviation.</li> <li>③ Explore the extent to which rural road investment may be a catalyst to growth.</li> <li>③ Explain the significance of labour-intensive road works.</li> <li>③ Describe the conditions necessary for the poor to benefit from rural road investment and maintenance programmes.</li> <li>③ Explore the factors to consider when making decisions on rural transport investment aimed at increasing agricultural returns.</li> <li>③ Examine the experiences from Ghana and how these may be applied to other regions.</li> </ul>
<p><b>Rural Transport Knowledge Base papers used with this session</b></p>	<p>Socio-economic Impact of Rural Transport Interventions. <b>By</b> Professor John Howe.</p> <p>The Impact of Feeder Road Investment on Accessibility and Agricultural Development in Ghana. <b>By</b> J.L. Hine and J.D.N Riverson.</p>
<p><b>Training Materials</b></p>	<p><u>Presentations</u></p> <p>1.2a Socio-economic Impact of Rural Transport Interventions.</p> <p>1.2b The Impact of Feeder Road Investment on Accessibility and Agricultural Development in Ghana.</p> <p><u>Activity Sheets</u></p> <p>7 The Great Debate: Roads investment and Poverty Alleviation.</p> <p>8 The Impact of Feeder Road Investment on Accessibility and Agricultural Development in Ghana.</p>

Key Topics	Training Methods
<p><b>Part 1</b></p> <p>1. Introduction</p> <p>2. Overview of rural roads investment and poverty alleviation</p> <p>3. Role of roads investment in growth: the <i>enabling environment</i></p> <p>4. The growing significance of labour-intensive methods</p> <p>5. The contribution of labour-intensive methods to poverty alleviation</p>	<p>Presentation</p> <p>Debate Presentation</p> <p>Presentation Q &amp; A</p> <p>Presentation</p> <p>Group exercise Presentation</p>
<p><b>Part 2</b></p> <p>6. Case Study from Ghana</p> <p>    6.1 Introduction</p> <p>    6.2 Ashanti Region of Ghana</p> <p>    6.3 Road investment and impact for farmers</p> <p>Summary of session 1.2</p>	<p>Presentation Case study activity Presentation</p>

## Trainers' Summary


**This session is divided into two parts:**

**Part 1:** is based on the Technical Paper: Socio-economic Impact of Rural Transport Interventions.


**Part 2:** is based on the Case Study: The Impact of Feeder Road Investment on Accessibility and Agricultural Development in Ghana.

## Session 1.2 Trainers' Notes

### 1. Introduction


<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></p> 	<p>Introduce the session explaining the objectives and provide a brief overview of the topics to be covered.</p> <p>The first part of this session is based on the technical paper: Socio-economic Impact of Rural Transport Interventions.</p> <p>This part of the session explores the role of roads investment in alleviating poverty, and draws on studies and evidence from a range of sources. The extent to which roads investment is a driver for economic growth, and its role in providing an enabling environment is examined. Labour intensive methods and the degree to which they address poverty issues are analysed.</p> <p><b>Key Points:</b></p> <p><b>Session Overview Part 1</b></p> <ul style="list-style-type: none"> <li>🌀 Overview of rural roads investment and poverty alleviation</li> <li>🌀 Role of roads investment in growth: the <i>enabling environment</i></li> <li>🌀 The growing significance of labour-intensive methods</li> <li>🌀 The contribution of labour-intensive methods to poverty alleviation</li> </ul>	<p>Presentation 1.2a Slides 1 - 5</p>

## 2. Overview of rural road investment and poverty alleviation



Training Methods	Content	Materials
<p><b>Debate Activity</b></p> 	<p>The purpose of this activity is to explore the extent to which road investment alleviates poverty. This will be carried out by asking the participants to prepare presentations in support of or against the proposed motion: “<i>investment in building new roads alleviate poverty</i>”.</p> <p>This activity may be used to set the scene for the rest of the session.</p> <p><b>Preparation of Activity</b></p> <ul style="list-style-type: none"> <li>⦿ Divide the participants into two groups and explain the Great Debate exercise.</li> <li>⦿ Write the motion on flipchart and read it out:  “<i>investment in building new roads alleviate poverty</i>”</li> <li>⦿ Give group 1 <i>Activity Sheet 7a</i>, and ask them to prepare a case in <u>support</u> of the motion.</li> <li>⦿ Give group 2 <i>Activity Sheet 7b</i>, and ask them to prepare a case <u>against</u> the motion.</li> <li>⦿ Each group should elect a representative, who will be given 5 minutes only to present their case to the plenary.</li> </ul> <p><b>Continued...</b></p>	<p>Presentation 1.2a Slides 6 - 7</p> <p>Activity Sheets 7a, 7b</p>

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><i>... Activity continued</i></p> <p><b>Plenary Discussion</b></p> <ul style="list-style-type: none"> <li>⦿ Each representative is given the floor for 5 minutes to present his/her groups' case.</li> <li>⦿ At the end of the presentations, there may be a 10 – 15 minute discussion on the issues raised. The discussion may be chaired by the trainer or a participant.</li> <li>⦿ Finally each participant is asked to vote in favour or against the motion. Their vote should be based on the strength of the cases and arguments presented.</li> <li>⦿ Summarise the key issues raised during the discussion.</li> <li>⦿ The key learning points are explored in more detail in the following sections.</li> </ul> <p><b><u>Trainers' Note</u></b>  <i>The aim of this activity is for the group as a whole to examine the evidence for the role of roads investment in addressing poverty, rather than for individual participants to make personal stands. The votes should be on the basis of the <b>quality</b> of the arguments put forward.</i></p> <p><i>During the group work encourage participants to examine a wide range of issues such as social, economic, technical, institution and policy factors.</i></p>	


### 3. Role of roads investment in growth: the *enabling environment*

Training Methods	Content	Materials
<p><b>Presentation</b></p> 	<p>Explain the extent to which investment in new road infrastructure acts as a catalyst for growth.</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>☉ Wilson’s 1970s model: the enabling environment: Road investment does not generally act as a catalyst for growth.</li> <li>☉ Road investment may create economic opportunity or respond to economic opportunity depending on certain circumstances.</li> <li>☉ The main factor affecting peoples’ responses to new transport capacity from road investment is <i>awareness of potential opportunity</i>, as well as willingness and ability to exploit this opportunity.</li> <li>☉ New transport capacity i.e. from investment is usually in highly populated areas, with greater agricultural potential.</li> </ul>	<p>Presentation 1.2a Slides 8 -12</p>










Training Methods	Content	Materials
<p><b>Q &amp; A</b></p> 	<ul style="list-style-type: none"> <li>③ Explore the various conditions that are needed in order to ensure that investment in road infrastructure does indeed lead to positive socio-economic outcomes. Begin the discussion by asking:                     <p style="margin-left: 40px;"><i>What <u>conditions</u> are required to ensure investment in road infrastructure leads to positive socio-economic outcomes?</i></p> </li> <li>③ Note points made by participants on flip chart. The key learning points are discussed below.</li> </ul>	<p>Flip chart, pens</p>
<p><b>Presentation with Discussion</b></p> 	<p>Building on the points raised by participants in the previous discussion, facilitate a discussion around the primary conditions required for road investment to lead to positive socio-economic outcomes. Ask questions like:                      What does prior dynamism mean?                      Why is a competitive motor transport industry important?</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>③ Condition 1: Prior dynamism, where new economic opportunity is continuously being sought by people, and when it occurs, people rapidly exploited.</li> <li>③ This may address bottlenecks caused by the constraints of the existing road system.</li> <li>③ Condition 2: A competitive motor transport industry, where a drop in freight rates stimulates production e.g. agricultural.</li> <li>③ But, prior dynamism and a competitive motor industry are not normally found in areas of significant poverty.</li> <li>③ New roads do not automatically lead to competitive rural transport services.</li> </ul>	<p>Presentation 1.2a                      Slides 13 - 17</p>

## 4. The growing significance of labour-intensive methods




<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></p> 	<p>This section explores the shift in focus for road investment, with the emergence of labour-intensive methods. The experience of Bangladesh is explored as a short case study. Describe the factors that led to the emergence of labour-based methods to road works.</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>③ Historical context.</li> <li>③ Why the poor failed to benefit from conventional approaches to road investment.</li> <li>③ Selection criteria for road projects did not include poverty alleviation – the main criteria was agricultural potential.</li> <li>③ Wealthy land owners, those close to existing roads, traders and so on were best placed to benefit from road investment.</li> <li>③ A change in policy was required for the poor to benefit.</li> <li>③ One exception was Bangladesh – where the poor did benefit from conventional road investment. The reason was the unusual circumstances existing in Bangladesh.</li> <li>③ The danger was that practitioners now wanted to advocate the use of road investment as a catalyst for growth based on the experiences from Bangladesh.</li> </ul>	<p>Presentation 1.2a Slides 18 - 27</p>


## 5. The contribution of labour-intensive methods to poverty alleviation


Training Methods	Content	Materials
<p><b>Q &amp; A</b></p> 	<ul style="list-style-type: none"> <li>④ Facilitate a discussion on the issues of how to ensure that the poor benefit from labour-based road programmes. Begin the discussions by asking:               <ol style="list-style-type: none"> <li>1. <i>Can the poor benefit from labour-intensive road construction programmes?</i></li> <li>2. <i>What conditions are necessary to ensure the poor benefit?</i></li> </ol> </li> <li>④ Note points made by participants on flip chart. The key learning points are discussed below.</li> </ul>	<p>Flip chart, pens</p>
<p><b>Presentation with Discussion</b></p> 	<p>Building on the discussions above, explain the ways in which labour-intensive approaches to road investment can alleviate poverty. Stimulate discussion by asking questions like:</p> <p>What are the socio-economic benefits of labour-intensive approaches?          What problems arise if issues related to road maintenance are overlooked in investment programmes?</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>④ Socio-economic benefits.</li> <li>④ The significance of road <i>maintenance</i> – this has been the “missing link” between road investment and impact.</li> </ul> <p><b>Continued...</b></p>	<p>Presentation 1.2a          Slides 28 - 42</p>


<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
	<p><b>...Continued</b></p> <ul style="list-style-type: none"> <li>  Ways in which rural roads investment may contribute to poverty alleviation:           <ul style="list-style-type: none"> <li>✓ Enhancing the use of labour-based methods.</li> <li>✓ Funds allocation procedures.</li> <li>✓ Promoting complementary services.</li> </ul> </li> </ul>	
<p><b>Presentation</b></p> 	<p><b>Conclusions</b></p> <p>Summarise the key issues and lessons learnt from the first part of the session.</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>  Conventional approaches to road investment often exclude the poor, and have little positive socio-economic impact on poverty.         </li> <li>  Road investment may have a more positive impact on poverty reduction when it is based on labour-intensive methods targeted at the poor, and these are accompanied by policies to address other issues such as provision of transport services.         </li> <li>  Road investment should be seen as <i>enabling development</i>, rather than as a catalyst to development.         </li> </ul>	<p>Presentation 1.2a Slides 43 - 44</p>

## 6. Case Study from Ghana

<b>Training Methods</b>	<b>Content</b>	<b>Materials</b>
<p><b>Presentation</b></p> 	<p><b>6.1 Introduction</b></p> <p>Introduce the second part of session by explaining the learning objectives and session structure.</p> <p>The second part of this session is built around a case study from the Ashanti region of Ghana. The session is split into three parts. During the first part the trainer presents the first half of the Ghana case study, to set the scene for the group work. In groups the participants analyse various aspects of the case study and make recommendations for suitable transport investment. Participants then present their findings to the plenary and these are discussed.</p> <p>For the final part of the session the trainer presents the second half of the case study, which describes the impact of various road investment measures undertaken.</p> <p><b>Key Points:</b></p> <p><b>Session Overview Part 2</b></p> <ul style="list-style-type: none"> <li> Ashanti Region of Ghana</li> <li> Road investment and impact for farmers</li> </ul>	<p>Presentation 1.2b Slides 1 - 3</p>

Training Methods	Content	Materials
<p><b>Presentation</b></p> 	<h3>6.2 Ashanti Region of Ghana</h3> <p>Introduce the Ghana case study by presenting the background to the study carried out.</p> <p>Describe the <b>FIRST PART ONLY</b> of the findings of the study up to and including section 4 (of the case study paper) <i>the relationship between accessibility, transport and marketing</i>.</p> <p>This will set the scene for the case study exercise in groups (below).</p> <p><b>Key Points</b></p> <ul style="list-style-type: none"> <li>③ Explain the study format and size.</li> <li>③ Describe the Ashanti area.</li> <li>③ Describe existing levels of mobility and affect of location on farm gate prices.</li> </ul>	<p>Presentation 1.2b Slides 4 -10</p>

Training Methods	Content	Materials
<p><b>Case Study activity in groups</b></p> 	<p>The purpose of this activity is to analyse the various options available for rural transport investment aimed at increasing agricultural development, by using a case study from Ghana. The following case study is an extract from a study carried out in the Ashanti Region of Ghana.</p> <ul style="list-style-type: none"> <li>④ Divide the participants into groups of 4 or 5, give them Activity Sheets 8a and 8b (4 sheets in total).</li> <li>④ Ask participants to discuss the questions below, and explain that they may illustrate their findings with diagrams and maps if this is useful. <ul style="list-style-type: none"> <li>A. <i>What transport investment would you recommend for the Ashanti Region of Ghana?</i></li> <li>B. <i>What are your reasons for these recommendations and how will they contribute to agricultural development and returns for farmers?</i></li> </ul> </li> <li>④ Ask participants to present their findings to the plenary.</li> <li>④ Facilitate a discussion around the recommendations made, focussing on the analysis. The key learning points are expanded on below.</li> </ul> <p><b><u>Trainers' Note</u></b></p> <p><i>There is no right or wrong answer for this exercise. The most important learning is from the analysis and reasoning carried out by the participants.</i></p>	<p>Presentation 1.2b Slide 11</p> <p>Activity Sheet 8</p> <p>Flip chart, pens</p>

Training Methods	Content	Materials
<p><b>Presentation</b></p> 	<p><b>6.3 Road investment and impact for farmers</b></p> <p>Present the second part of the Ghana case study, and describe the findings of the survey.</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>③ Headloading is much more expensive than vehicle transport.</li> <li>③ There are far greater benefits to farmers in terms of farm gate prices from converting a footpath to a motorised track/road.</li> <li>③ Upgrading an existing passable earth track to a gravel track has negligible benefits in terms of farm gate prices.</li> <li>③ Agriculture is little affected by accessibility in terms of inputs and extension services.</li> <li>③ The closer people live to urban areas the more trips they make there.</li> <li>③ Access to urban areas is especially important for social reasons and access to services like secondary health care.</li> <li>③ The more inaccessible villages find it harder to obtain credit.</li> <li>③ The quality of the road surface is not important.</li> <li>③ The best use of scarce engineering resources is to upgrade paths to roads, and keep motorable roads open.</li> </ul>	<p>Presentation 1.2b Slides 12 - 20</p>
	<p><b>Summary of Session 2.1</b></p> <p>Conclude this session by reviewing the issues explored and the key lessons learnt.</p>	