



Activity Sheet 52

Use of IMTs in Sri Lanka

Purpose

The purpose of this activity is to explore the issues affecting the use of IMTs in the various areas in Sri Lanka, including the pros and cons of a range of IMTs for the prevailing socio-economic and physical conditions. Participants should draw on their experiences for making recommendations on how IMTs may be promoted in these villages.

Group Work

1. Read the extracts from the case study paper (attached). Your group need work on only ONE of the case study areas.
2. For your case study, discuss the following questions:
 - A. *What key issues need to be examined when promoting the use of IMTs in the villages?*
 - B. *What are the advantages and disadvantages of different types of IMT for each village?*
 - C. *Which IMTs would you recommend for the villages, and why?*
3. Prepare your findings on flip chart and to elect a person to present the group's findings.



Case study area no. 1

Malagala village is accessible along a single track paved road, five kms from Parduka the main service centre. As such the bulk of production is purely for subsistence with any excess being bought by traders to sell in Parduka. The small amounts of cash crops available would make individual trips to market unprofitable.

Goods transport in the village is used mainly for building materials, firewood and a relatively small amount of agricultural produce. Vehicles are primarily used for personal transport and in particular to get to alternative sources of income. The bicycle is the predominant form of transport vehicle for most people and it satisfies nearly all of their needs. These include travel to markets, friends and relations, employment, grinding mills, fields and for the harvest from the rubber plantations. Richer members of the community use motorcycles for these tasks. There is a regular bus service which provides travel for most activities outside of the immediate vicinity of the village.

The power tiller is used for agricultural preparation and village level transport including the transport of fertiliser, harvest, firewood, building materials and to local markets. Oxen are also used for agricultural preparation but in this village their use for transport has all but finished due to competition from the power tiller. Tractors are used almost entirely for transport because the paddy fields are so wet that they cannot hold the weight of a tractor.



Case Study area no. 2

The nearest service centre to Madiyawa is Maho which is 10 kms from the village along an earth road which becomes all but impassable during the rainy season. The most common form of transport is either by bicycle or foot. The lack of a bus service causes the villagers to feel very isolated, unable to visit anyone outside the village and restricted in the work they can accept because of their limited travelling range. As a result, the more dynamic members of the community leave altogether.

Vehicle usage follows much the same pattern as in Malagala village with the bicycle providing the predominant transport role. The role of the bicycle is perhaps more important in this village because of the lack of a bus service. The services provided by the power tiller are becoming increasingly important and the owners of ox carts are seeing the demand for their services fall. Motorcycles are used by traders (dried fish is a popular product), shop keepers and the richer members of the community for personal travel. Motorcycle owners are often asked to transport the sick to hospital.



Case Study Area No. 3

The Aluwathugirigama GSN area consists of four small villages (Melagal Gammadda, Deniya Gammadda, Mada Gammadda and Peterkanda Colony). Here, there is a lack of easily cultivable land and the physical infrastructure in terms of roads, tracks and paths is inadequate. Travel within the villages is almost entirely by footpaths which are in the main unsuitable for anything other than humans. In the rainy season it becomes difficult even for them. Any roads or permanent paths suffer from being washed away by heavy rains which can turn roads into rivers in a matter of minutes.

As a result of the poor village level infrastructure the level of vehicle ownership is very low. Consequently, goods have to be transported to the roadside by headloading (the paved road is on average two kms from the village) from where the villagers are reliant on the bus services. Traders rarely operate in this area because of the difficulties of getting into the village. There was a village level scheme to build appropriate roads into the village using local contractors. Although the local contractors had experience in maintaining the existing network, it was not clear that the design of the road was going to prevent it from being washed away with heavy rainfall.



Case Study Area No.4

Venivallara is a government sponsored resettlement scheme where landless people have been allotted two acre plots to develop as agricultural land. It is supposed to be connected to a maintained road network and irrigation system, but as Venivallara is on the outskirts of the scheme these facilities have not yet become available. As a result the road to the village is an earth road which becomes difficult to pass during the rainy season.

Consequently, Venivallara experiences a number of seasonal problems that stem from the road. Small traders have to cease trading during about three months of the rainy season, whilst the bus service which stops three kms away during the dry season suspends services altogether during the rains.

The seasonal access problems have intensified the role of the power tiller in this area as it is now used for passenger transport to Suriyawewa, the nearest service centre. The relatively large agricultural plots that have been assigned to the farmers under this resettlement programme have also increased the viability of power tillers. Bicycles and motorcycles are used as in the other villages for personal transport and trading. The demand for ox carts is falling but some people prefer this mode for the transport of bananas because they feel there is less damage.