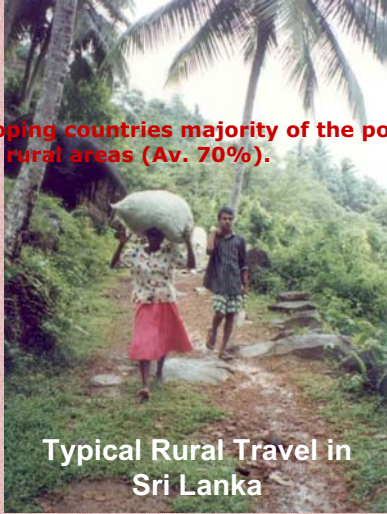


**\*In developing countries majority of the population live in the rural areas (Av. 70%).**



**Typical Rural Travel in Sri Lanka**

**\*National transport policies include only conventional transport solutions.**



**Conventional is not appropriate for rural conditions**

**•Rural transport needs are different and cannot be addressed by conventional interventions.**



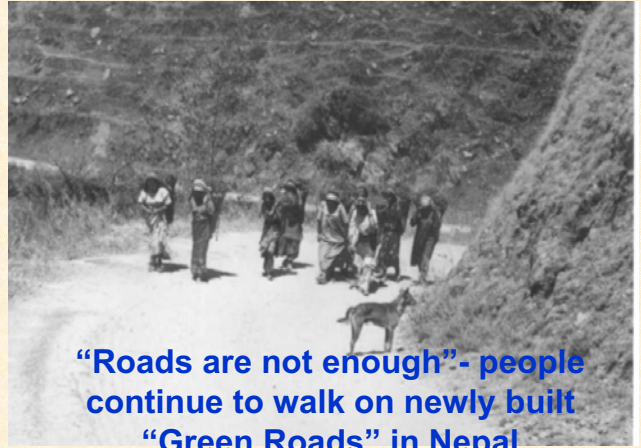
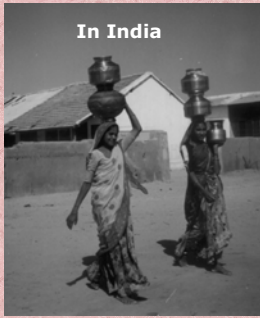
**Head-loading and crossing rivers to access markets in Orissa, India**

**Load carrying in bicycles - India**





**Rural transport needs are different**  
**Transporting water.**



**“Roads are not enough”- people continue to walk on newly built “Green Roads” in Nepal**

**How can this Sudanese farmer take his rich harvest to the market without adequate transport**



**Will this donkey be able to carry the whole harvest?**



### Inadequate Transport at the nearest motorable road from a remote village in West Kenya



### Hand Carts in Bangladesh



### Issues



#### Economic

- ▶ No proper infrastructure
- ▶ No appropriate means of transport
- ▶ Drudgery and time consuming journeys
- ▶ Markets become inaccessible
- ▶ No cash crops produced
- ▶ No opportunities exploited

### Issues continued



#### Social & subsistence

- ◀ Difficulties faced by patients to get access to hospitals and health centres especially by women in pregnancy
- ◀ Productive time lost on collecting water and firewood, especially by women and children
- ◀ Distant location of services and schools.



## IMTs Cycle Rickshaws in Bangladesh



## IMT as an alternative



- a device that will ease travel between walking and motorized transport.
- Increase the Load carrying capacity of existing modes.
- Used as an appropriate transport service.
- Local capacity for manufacture and/or maintenance.



## Few IMTs developed by ITDG



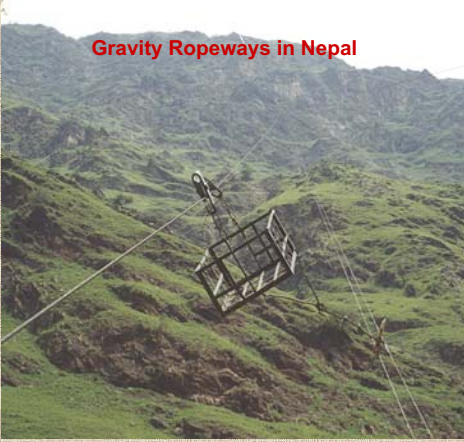
Donkey harnessing and donkey carts in Sudan



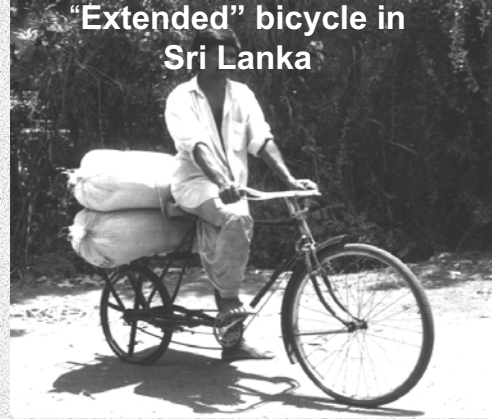
## Bicycle Trailers in Sri Lanka, Sudan, Nepal & Kenya



**Gravity Ropeways in Nepal**



**“Extended” bicycle in Sri Lanka**



**Improved Motorcycle Trailer - Sri Lanka**



**“Tuin” – Local innovation of river crossing in Nepal. ITDG is improving this “Tuin” based on this indigenous technology.**





## Improved Donkey harnessing to carry water - Kenya



## Manufacturers



- ◀ Small manufacturers from the rural areas know the needs of the community.
- ◀ Feedback is given direct to them by the users.
- ◀ Maintenance services are readily available in the villages.

## Cycle Trailer manufacturers in Nepal



## Indigenous knowledge of people can be developed through manufacturer-user links.



Ox cart used by a Tribal community in Orissa in India

## Manufacturers capacity needs to be improved & trained on...



- ◀ **Technical Skills**
- ◀ **Management and Business Skills**
- ◀ **Assist them to develop innovations.**
- ◀ **Then the quality will improve and the cost of the product goes down.**

## Manufacturers do Technology Research & Development



### Improved Cycle Rickshaws in India



## Affordability



- ◀ **The cost of the IMT.**
  - ◀ **Is it within the purchasing power of the poor user?**
  - ◀ **Is access to credit available?**
  - ◀ **What can be done to bring the costs down?**
- And finally....
- ◀ **What can be done to increase affordability?**

## Affordability continued.....



### What can be done to increase affordability?

- ◀ **Rural credit Schemes.**
- ◀ **Group ownership.**
- ◀ **Community Managed Services.**
- ◀ **Private sector managed cheaper Transport services.**
- ◀ **Work with policy makers to reduce taxes.**
- ◀ **Hire and own systems.**
- ◀ **Income generation activities or employment creation through IMTs**
- ◀ **South-South exchanges of experiences and best practices.**



## Rural Transport services



- Community Managed
- Single ownership
- Fleet ownership

## Community managed



### Issues

- High Capital investment.
- Skills for management.
- Social conflicts

### Advantages

- Meets the travel needs of the majority.
- Minimum corruption.
- 100% user friendly service.
- Sense of ownership.
- Affordable fares.
- Profits accumulated in the bank.

## Single Ownership



### Issues

- Capital investment
- Availability of financial assistance. (e.g. hire purchase).
- Indisciplined.

### Advantages

- Create employment.
- Provide competitive fares.

## Fleet ownership



### Issues

- Monopolized management.
- Labour disputes.
- Employee at risk.

### Advantages

- Poor people can get employment as drivers.
- More fleets catering to transport needs.
- Provision for new routes.



## What needs to be done



### Policy Level

- Reduced taxes for IMT imports (e.g. bicycles)
- Recognition of IMT in traffic acts ensuring safety.
- Enforce user friendly regulations.
- Get participation of communities in planning.

### Civil Society Organisations

- Build capacities of transport service providers through training and awareness programmes.
- Establish better relationship between users and service providers.
- Coordination with policy makers.
- Facilitation between planners and community groups.

## Continuation



### Private Sector

- Easy payment terms for buyers of IMTs.
- Build capacities of manufacturers/service units.
- Invest in transport fleets.
- Educate employees for courteous service.

We have a long way to go to  
solve the transport problems of  
these people



Thank you