

APPENDIX H

CAMEROON CASE STUDY AND ACTION PLAN

This case study draws on the empirical findings of a cross-sectional study of the rural poor in communities of the Anglophone Southwest and Francophone Adamaoua Provinces of Cameroon undertaken in October 2000. The case study reviews the interactions of transport on livelihoods, and explores the way in which transport based livelihood strategies, as well as non-transport measures, can reduce the incidence of vulnerability amongst the rural poor and substantially improve their livelihood outcomes and life chances.

BACKGROUND

The Cameroon field study was undertaken to investigate the transport constraints of the rural poor, and to identify any contrasts in capital assets available to the poor between two very diverse regions of the country (in relation to climate, terrain, vegetation, economy, politics and linguistics). In addition, the research explored the cost of basic service provision in Cameroon (including rural health clinics, primary schools and water sources), as a viable alternative to road construction and maintenance.

METHODOLOGY

Participatory Rural Appraisal methods were undertaken in eight villages from a total sample of approximately 150 people disaggregated by age and gender (see **Table 1**). Villages were sampled on the basis of advice provided by Sub-Division Officers who provide an administrative function, and are local 'gatekeepers' to the rural communities. They advised the survey team as to which villages were suitable to survey with respect to their demographic constitution, level of poverty and access to transport services, as well as distance to local resources and amenities. After making appointments with the respective headmen of a random sample of villages, the team were able to commence with participatory appraisal techniques. These were typically undertaken over the course of one or two days in order to capture a diversity of information, and to inform the learning and reflective process which helped respondents to visualise their transport problems and solutions.

Table 1: Villages sampled for PRA

Province	District	Village/Communities
Southwest	Fako	Bavenga
	Ndian	Njima, Ekondo Nene
Adamaoua	Vina	Hangloa, Ngaoumbam, Nkoumbol-Kognoli, Vourgne Mamboum, Nyadou

The research applied standard qualitative methods employing the use of Semi-Structured Interviews (SSI), mostly with district officials and selected community members, school teachers and health clinic personnel, as well as Focus Group Discussions (FGD) with community members. A wide range of Participatory Rapid Appraisal (PRA) tools were employed to generate the basis for livelihood analysis. These included priority ranking exercises, matrix scoring and ranking, wealth ranking, flow charts, institutional diagrams, trend analysis, mobility charts, transect walks, social mapping and transport focused discussion starters.

PRA facilitators spoke with male and female groups in each village, drawing on visual techniques to focus their response and encourage participation. A deliberate effort was made not to lead the participants into talking specifically about transport issues but to make more general enquiries as to the priority concerns of the rural poor, as well as travel purpose and frequency.

Research from the case study carried out in Cameroon in October 2001 demonstrates that it is physical rather than financial access of the poor that prohibits rural development and the much sought reduction in

poverty, to the extent that communities are taking it upon themselves to provide social service infrastructure and voluntary staff, as well as labour for feeder road improvements.

SUMMARY OF FINDINGS

The research attempted to highlight the investment options of decision makers (and thus comparing transport versus social service provision), and ask whether such expenditure can be justified for areas of small population density. Rural roads and basic services are a catalyst for economic development and immigration (as shown in villages of Southwest Province), and the removal of investment for one or the other would hinder poverty reduction.

The field research in Cameroon demonstrated that a significant amount of time and money is spent on travel to health clinics, schools, market, water and firewood sources because these services supply large scattered populations. With sufficient capital investment in essential services to supplement road rehabilitation, the need to travel long distances becomes increasingly obsolete, and human capital resources can be concentrated to generate more sustainable livelihood outcomes.

Clearly, rural transport planning should be implemented using a package of measures that incorporate the condition of road and track networks, and efficient means of transport for the very remote poor including low cost services and IMTs, without undermining their existing assets. There is a need to communicate the priority requirements of rural communities to transport decision and policy makers, thus avoiding the wastage of donor funding and ensuring that appropriate interventions meet the needs of the poor rather than serve to exacerbate their isolation.

DISSEMINATION WORKSHOP

TRL, in association with the Ministry of Transport and Rural Travel and Transport Program (RTTP) in Cameroon held a two day workshop in Yaoundé between 14-15 March 2002, at which a variety of representatives from the Ministry of Transport, RTTP, EU, Ministry of Agriculture and national NGOs attended. Objectives of the workshop were three-fold:

1. To disseminate the findings of the DFID funded research on rural transport provision in Cameroon
2. To present the first draft of the policy toolkit for increased rural mobility
3. To determine whether the toolkit helps in identifying policy interventions particularly related to improving rural livelihoods and rural mobility

The workshop began with presentation of case study findings from Southwest and Adamaoua Provinces, reviewing specifically the provision of transport and impacts on sustainable livelihoods, and the variation in cost of rural transport service provision in both provinces. In addition, presentations were given on the role of the RTTP and International Forum for Rural Transport and Development (IFRTD) in the policy development process. The workshop facilitated dialogue between transport practitioners, and the team received positive feedback from the Policy Toolkit document.

Much of the workshop comprised of interactive focus groups to review transport and livelihood issues, specific to the Cameroon context. The first group had the task of examining how the toolkit could contribute to the identification of policies that improve livelihoods of the rural population. The following three questions were posed to the groups, after which discussion of the issues was recorded. To each question, the group had to determine the important aspects necessary in the identification of policy interventions.

1. What are the livelihood constraints faced by the poor in rural Cameroon?
2. How can these constraints be measured?
3. How do we prioritise indicators for transport policy implementation?

1. What are the constraints faced by the population in Cameroon in ensuring their livelihood ?

On the basis of the presentation made on livelihood constraints in Cameroon, the group adopted the approach founded on five vulnerability parameters: physical, human, financial, natural and social constraints. The analysis of these constraints resulted in the table below:

Physical constraints	Human constraints	Financial constraints	Natural constraints	Social constraints
<ul style="list-style-type: none"> • Enclavement of rural areas • The lack of communication • The lack of means of transport • The lack of information (on markets, prices, cost of transport) 	<ul style="list-style-type: none"> • Illiteracy • Rural exodus: reduction of the labour force • Restriction on the education of the girl child • The lack of basic services: health, water, shelter • Food insecurity • Means of production are still rudimentary 	<ul style="list-style-type: none"> • Weak Purchasing power 	<ul style="list-style-type: none"> • Climatic conditions • Soil fertility 	

2. How can these constraints be addressed?

The group sought to find measurable indicators that determine the sustainability of a rural livelihood. This analysis has been summarised in the table below:

Physical indicators	Human indicators	Financial indicators	Natural indicators	Social indicators
<ul style="list-style-type: none"> • Road density (road/km²) • Population density per road (p/km) • Traffic volume • No. of HHs with access to means of transport • No. of HHs that own a means of transport • Frequency of transport services • Access to other services (radio, telephone, television, internet, NGOs) 	<ul style="list-style-type: none"> • Population density (p/km²) • Access to schools and health centres • Attendance at schools and health centres • Illiteracy • Proportion of active labour force. 	<ul style="list-style-type: none"> • Income per household • Expenditure per household • Credit facilities • Level of saving 	<ul style="list-style-type: none"> • Annual rainfall • Prevailing temperatures • Percentage of arable land • Soil fertility • Relief • Distance from water sources • Pests • Livestock • Ecology 	<ul style="list-style-type: none"> • Community groups • Places of worship • Leisure places • No. trips to friends and relatives

3. Which priorities should be considered when adopting a sectoral transport policy?

The group proceeded through two stages. Firstly, the group sought to identify the different stakeholders and then identified different interventions available to mitigate the impacts of livelihood constraints.

Stakeholder groups:

- Communities
- NGOs and workers of liberal professions
- Transporters
- Trade unions
- Religious groups
- Municipal counsellors

The group recommended the following intervention measures in the adoption of a transport policy:

- a) A good transport policy
- b) Infrastructural improvements (defining engineering standards)
- c) Subsidies to transport services
- d) A credit scheme for IMTs

- e) Intervention by Municipal Councils
- f) Road safety education and awareness
- g) Strengthening transport regulations
- h) Driver training
- i) Training of mechanics
- j) Strengthening public/private partnerships
- k) Training Trade Unionists.

Group 2 had the task of examining how to exploit some of the measures presented in the preceding papers, in order to determine appropriate policy interventions that can help improve rural transport services. The group gathered different contributions of participants on how to improve rural transport services. This was done in four stages :

1. Identifying the needs of the population
2. Identifying transport supply
3. Studying the stakeholders
4. Studying how to inform and sensitise the stakeholders. These four issues were the main themes of reflection of the group resulting in the adoption of policy actions aimed at improving rural transport services

Themes of Reflection	Recommended policy action
1. Identify the transport needs of the rural population, taking into consideration local realities	
From farm to village	
<ul style="list-style-type: none"> • Evacuation of farm produce; • Means of transport used by the rural population to get to their homes; • Intermediate Means of Transport at competitive prices; • Capacity building of communities 	<ul style="list-style-type: none"> • Rehabilitation and building of feeder roads; • Assistance to local communities in the regular maintenance and the appropriation of rural roads; • Diversification of means of transport; • Need for commitment by the public authorities to provide intermediate means of transport.
From village to farm	
<ul style="list-style-type: none"> • Means of transport for farm inputs; • Means of transport to production sites; <ul style="list-style-type: none"> ▪ Transportation within the village; ▪ Transportation of water ▪ Transportation of wood ▪ Transportation to social and other services • Transportation between villages; • Availability of regular transport services 	<ul style="list-style-type: none"> • assistance to the setting up of an inter-village community transport system
<ul style="list-style-type: none"> • availability of transport means for cash crops • need for adapted, frequent and comfortable transport services at competitive prices • need to organise communities and socio-economic groups • increasing income and social welfare 	<ul style="list-style-type: none"> • building of warehouses • organisation of rural farmers into groups according to their produce • increasing transport demand • protecting persons and property • standardisation of rolling-stock • strengthening the management and organisational capacities of the communities
2. Assessment of Transport Supply	<ul style="list-style-type: none"> • Assessing the situation of transport means and services
3. Stakeholders	
<p>a) The state Role : Adoption of a national transport policy</p>	<ul style="list-style-type: none"> • involving all stakeholders • recognising role of the private sector • instituting an adequate and concerted institutional framework • instituting incentives in the private sector (tax relief, importation, credit and micro-credit) • setting up a reliable communication system as well as a follow-up/evaluation system • institutional support: research and development (Universities and specialised centres) • taking social and environmental needs into consideration

	<ul style="list-style-type: none"> strengthen the capacity building of stakeholders
b) Private Sector Operators	<ul style="list-style-type: none"> the provision of affordable products investing in the production and marketing of adapted means of transport involvement in the organisation and operation of rural transport services participation in all stages of the policy formulation process: strategies, implementation, monitoring and evaluation.
c) Development partners: Donors	<ul style="list-style-type: none"> assistance to policy: advisory, financial, technical and technological appealing to reluctant partners
d) Civil Society <ul style="list-style-type: none"> NGOs Service providers Opinion leader 	<ul style="list-style-type: none"> promoting IMT technology strengthening capacity building within communities adopting village action plans providing expertise/services providing support services to local councils and communities creating a sense of responsibility
e) Traditional Rulers	<ul style="list-style-type: none"> representatives of the state at the local level
f) Local Elite	<ul style="list-style-type: none"> representatives, appealing and mobilising resources
g) The different socio-economic beneficiaries/actors, especially the less privileged (women, men and aged group ...)	<ul style="list-style-type: none"> organisation of development projects involvement in the national strategy other activities (adoption of a village action plan, management of grassroots projects).
h) Information/Sensitisation	<ul style="list-style-type: none"> setting up a communication network between the stakeholders on any useful data or information policy dissemination production of appropriate communication tools for the various socio-economic classes mobilisation of modern and traditional means of communication setting rural radio stations with appropriate programmes

CAMEROON ACTION PLAN FOR TRANSPORT

Through group work, the participants produced a policy action plan for Cameroon with the objective of how to increase the frequency and reduce the cost of motorised and non-motorised means of transport to increase accessibility in rural areas, from the perspective of:

- Transport infrastructure
- Means of transport/IMTs
- Needs/problem statement

The objective described in the action plan was:

‘How to increase the frequency and reduce the cost of motorised and non-motorised means of transport in the rural areas, in order to increase accessibility to education, markets, health centres, friends, and relatives, etc’

On the basis of this objective, three working groups were constituted in order to determine the expected results and actions to be undertaken to achieve the objective. Group 1 examined the objective from the perspective of assessment of needs, Group 2 from a transport infrastructure perspective, and Group 2 from the means of transport.

Group 1: Needs Assessment

Objectives	Expected Results	actions
How to increase the frequency and reduce the cost of motorized and non-motorized means of transport in the rural areas, in order to increase accessibility to education, markets, health centre, friends and relatives, etc...	1. Identification of problems to be considered and improving co-ordination between the stakeholders in the transport chain.	1.1 Undertake an in depth study (quantitative) and consultations (participatory) with stakeholders in the community to better identify their transport needs 1.2 Strengthen capacity building and sensitise stakeholder groups 1.3 increase awareness among the population of rural transport constraints through the media 1.4 facilitate regular forums between stakeholders and decision-makers 1.5 Monitor and evaluate the impact of rural transport (infrastructure and transport service) interventions, and their fulfilment of communities needs.

Group 2: Transport Infrastructure

Objective	Expected results	Actions
How to increase the frequency and reduce the cost of motorised and non-motorised means of transport in rural areas, in order to increase accessibility to education, markets, health centres, friends and relatives; etc...	1. Adoption of an institutional framework to create a sense of responsibility among the local population and involve the stakeholders 2. improvement of communication, as well as horizontal and vertical co-operation 3. construction and maintenance of rural roads and tracks.	1.1 Assessment of the situation 1.2 Adoption and approval of an adequate institutional framework 1.3 Sensitisation and information of the population and other stakeholders 1.4 Assisting in the setting up of local structures 2.1 facilitate access to information to all 2.2 create information and communication tools and means

Group 3: Means of Transport

Objective	Expected results	Actions
How to increase the frequency and reduce the cost of motorised and non-motorised transport services in the rural areas, in order to increase accessibility to education, markets, health centres, friends and relatives, etc...	1. Increased use of IMTs by the local population 2. Satisfaction of transport service users	1.1 create a favourable environment in order to involve the private sector in the provision of IMTs (taxes, credits, micro-credits, etc...) 1.2 institute a decentralised credit management system 1.3 institute an IEC (Information, Education, Communication) system for the promotion of IMTs 1.4 set up a distribution network for IMTs 1.5 strengthen the capacities of traditional production and maintenance units for IMTs. 2.1 organise activities involving transport services (frequency itinerary, comfort ...) 2.2 strengthen road safety (train drivers, law enforcement, officers, and promote the respect of basic traffic regulations.

In summary, the process by which participants at the workshop produced an action plan for improving the provision of motorised and non-motorised transport services in Cameroon was deemed to be an effective means of reviewing stakeholder demand. Despite the obvious time constraints, participants compiled an action plan that will be constructive in the formulation of a transport policy that addresses means of transport as a key solution to rural poverty reduction, and will be pursued by the various stakeholders and decision makers present at the workshop (and those who were unable to attend) to develop a more comprehensive action plan for Cameroon.