



TRANSPORT AND COMMUNICATIONS IN THE THIRD WORLD

SLIDEFOLIO
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The modern transport systems of most Third World countries were developed by the industrial countries of Europe mainly to get raw materials and products to and from the ports. They were not usually developed to serve the day to day needs of the countryside. As a result many parts of the Third World still rely on transport that has not changed for hundreds, or thousands, of years. If the countries of the Third World are to improve their standards of living they need to develop both

improved means and better systems of transport. Roads are needed, for example, to take wheeled traffic and to link villages with markets and new industrial centres. More roads and railways are needed to open up new lands for farming and industry and to get at new mineral resources. Improved telecommunications are needed to help with the efficient running of countries and to make the important links that are necessary for modern international commerce.

1. Most farmers in the Third World have to fetch and carry, walking for several hours along rough tracks to and from the markets. Women may walk several kilometres to obtain water. Many, like this girl in Nepal, must carry their loads themselves. A basket carried high on the back and supported by a band round the head is the easiest way to carry goods in the mountains. It is useless for farmers to grow more crops to sell if they cannot get them to market.
2. Where few roads have been developed, rivers may be the most important means of transport but rivers are also obstacles to be crossed. Bridges are costly and ferries are usual. Where there are roads and tracks wide enough for wheels, animal drawn carts are common. On this Indian ferry the car is reduced to the pace of the bullock cart. Bullock carts may be slow but they travel well on rough tracks. Many more are needed.
3. Particular types of animals are especially suited to work in some countries. Camels, for example, are suited to deserts and are used for transport and drawing water. This Bedouin finds his camel difficult to move but it is more reliable than a vehicle. Camels eat almost any food and withstand heat and drought.
4. Transport capable of carrying vast quantities of heavy materials is needed to develop mineral and other raw material resources. This road in Gabon, West Africa, has been built to take mahogany and other timber from the tropical forests to the port of Owenda for export. Once roads were built just for exports now they are planned to open the interiors of countries, such as Brazil, and to link together different nations, such as by the Pan-African highway. But roads are not always the most suitable means. The government of Brazil finds the cost of its new road transport in the Amazon so high that it is now considering
5. Ports grow where land and sea transport meet. Many of the most important Third World cities are ports. They need costly facilities to handle a wide variety of goods and modern vessels such as container ships. Countries wanting to develop must have good ports available, such as Tema in Ghana. They must be served by efficient roads and railways. In India the railways are particularly important for carrying goods and people.
6. Roads are needed to develop the rural areas. They enable mobile teams such as farm demonstration teams or, as here in East Africa, health visitors to reach the villages. Most roads in the Third World are only dirt roads.
7. Road building is expensive and many people are encouraged to help themselves using all available labour. The government may help with food and advice. Here an all weather road is being made through the Himalaya mountains in Asia.
8. Farmers use a variety of ways to reach market. In Jaipur, India, camel carts are common and many more are needed. They mix in the towns with cars, lorries and bicycles but country transport is not usual in the centres of all Third World cities. Many have the kinds of traffic and traffic problems similar to those of London or Paris.
9. Lorries and trucks may be unsuitable for many Third World areas. They need good roads and expensive spares and fuel. There may be few mechanics but in some areas repair workshops have become the basis of small industries. In other areas abandoned broken-down vehicles may be seen alongside the roads.

10. Improvements need to be made to existing transport. Outboard motors in some areas of water transport have made revolutionary changes. These Dayak people of the Malaysian forests rely on river boats.

11. Air transport is important for quickly reaching isolated places. This sheikh can land his small aircraft easily in the desert. Other small planes can land on water and snow. Small airfields can be cleared in most parts of the world. Large planes are needed for international travel. Unfortunately many Third World countries want the expensive prestige of running their own national airlines.

12. A good system of telecommunications is essential to development. These telephone cables are being erected in Laos, South East Asia. A telephone system is necessary for national and international messages and to transmit drawings and photographs. Telecommunications and radar are essential for ship and air navigation and for receiving radio messages and T.V. pictures sent around the earth via satellites.

The pictures and notes in this set are not intended as a complete treatment of the subject. They provide a core of material to which the teacher can add further materials and questions. Additional sets in the series will provide a useful library of pictures to illustrate the general themes of development studies in the Third World. There is a large amount of case study material available, such as that published by Oxfam and the Voluntary Committee for Overseas Aid and Development. Well illustrated studies of these general themes may be found in "The Third World" by Roger Clare (Macdonald Educational, World Topics, Colour Units, ISBN 0 356 04490 4) and other books in the same series.

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1.
 - a. Identify Nepal on a map of Asia.
 - b. What are the difficulties of road building in this part of the world?
 - c. Find examples of other ways in which people carry goods themselves. Which is the easiest?

2.
 - a. What are the advantages of bullock carts?
 - b. Why are there many ferries where there are rivers in the Third World countries?

3.
 - a. How are camels suited to desert conditions? Find out about their humps, feet and eyes.
 - b. How is a camel more suitable than a motor vehicle for some people?

4.
 - a. Identify Gabon on a map of Africa.
 - b. What are the difficulties of making roads in tropical forests? Why do they need expensive hard surfaces?
 - c. Why might rail transport be better?
 - d. Find examples of large scale transport schemes for obtaining raw materials.
 - e. Why do Third World countries usually need aid for such schemes?

5.
 - a. From an atlas identify large and important ports in the Third World. Find some from each continent.
 - b. Which of these ports are served by railways?

6.
 - a. Identify Uganda on a map of Africa.
 - b. How do people from outlying areas get to this clinic?
 - c. What kind of facilities can best be brought to the villages by road?
 - d. What kind of vehicles are suited to dirt roads?

7. a. Why is hand labour rather than heavy machinery being used?
b. What might be necessary to organise this kind of undertaking?

8. a. What are the advantages of a camel cart over a motor truck to a poor farmer?
b. Find examples of Third World cities with different kinds of transport being used.

9. What difficulties are there in introducing motor traffic to remote areas?

10. How might the introduction of outboard motors effect the lives of these villagers?

11. a. What are the advantages of airplanes in remote areas of the Third World, where distances are great and there is little or no ground transport, for the following: doctors, farmers, surveyors, mining engineers, businessmen?
b. Where is air transport the most difficult?

12. What are the advantages of an efficient system of telecommunications in the Third World for the following: international businessmen, newspapers, schools, farmers, local industries, the transport system?