

TAAFFE MODEL OF TRANSPORT AND ECONOMIC DEVELOPMENT

Compiled by

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Taaffe, Morrell and Gould in 1963, undertook a comparative analysis of the development of transport in developing countries and they were able to show that certain broad regularities permitted, “a descriptive generalisation of an ideal typical sequence of transportation development”.

Their spatial model of transport network development in developing countries has proved to be a valuable help in the understanding of transport development and has been widely applied. The model which Taaffe and his colleagues devised was based upon Ghanaian and Nigerian experience, but it has been found to be applicable to other developing lands for example in Latin America.

Taaffe et al. identified six stages in their sequence of transportation development (Figure No.1):

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The **first stage** consists of scattered settlements and small ports along a coast, which arose from colonial occupation. Such coastal settlements developed trading functions, though in the beginning these were of a very limited nature and in consequence their hinterlands were very restricted. Furthermore, there was little lateral inter-connection between the scattered settlements, except for those effected by native fishing craft or occasional trading ships.

The **second stage** evolved slowly but gradually as lines of inland penetration developed and some of these which linked up mining settlements or centres of population became more important than others. With the emergence of these major lines of penetration, often linked to the best located of the coastal ports, port concentration begins to develop and these commence to grow at the expense of their neighbours, some of which eventually disappear as trading centres or at best linger on as relict ports. This second stage goes hand in hand with the growth of an efficient administrative system and more particularly with the expansion of production for export.

The **third stage** is marked by the development of ‘feeder’ routes which focus more particularly upon the main ports and the more important centres in the interior. At the same time, as the growth in the export trade stimulates economic expansion generally in the hinterland, a number of intermediate centres begin to develop along the major access routes.

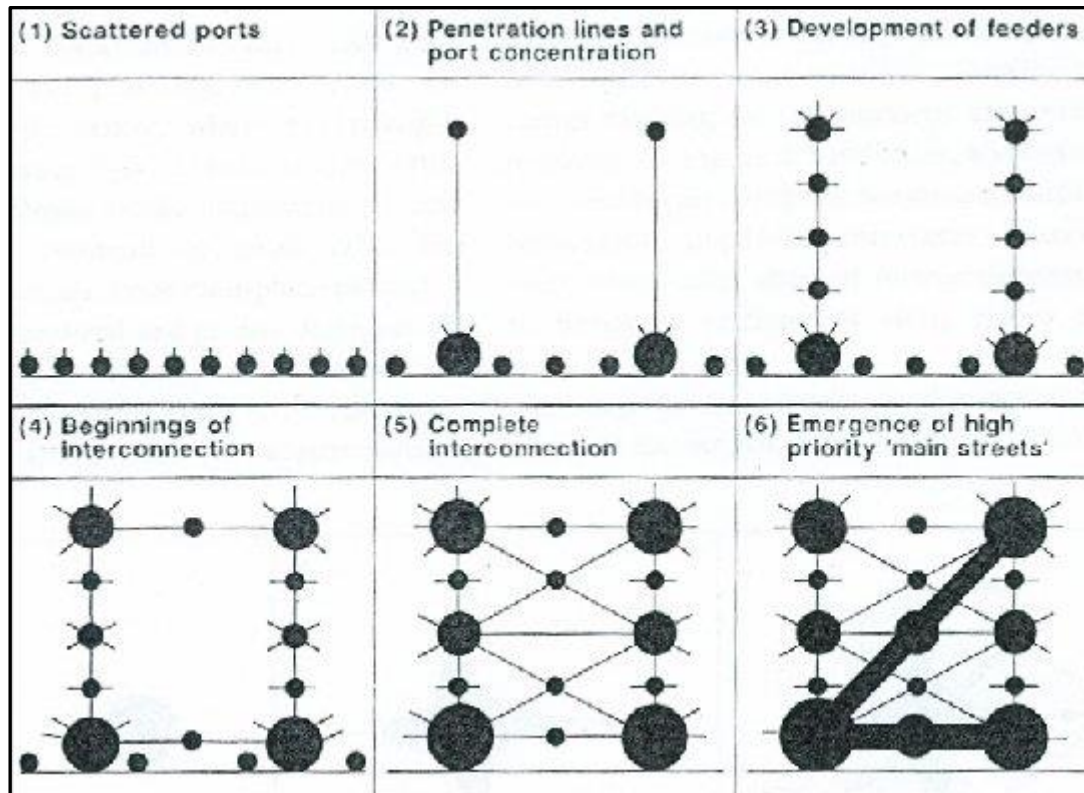
In the **fourth stage**, these intermediate centres begin to develop into nodes which become focal points for feeder networks of their own. The beginnings of lateral interconnection also take place with lands between the major ports and the major inland towns being affected.

Stage five sees the emergence of complete interconnections as the various feeder networks grow around the ports, major inland centres and the main-line nodes begin to link up.

Finally, in **stage six**, as the economy becomes more developed and integrated, all the principal centres and many of the minor centres are linked together in the transport system, while a number of high priority trunk routes develop which link the largest or most important centres.

TAAFFE MODEL

Figure No. 1



Selected References:

Kraft, Stanislav and Vancura Michal(2009), "Transport Hierarchy of Czech Settlement Centres and Its Changes in the Transformation Period: Geographical Analysis", *Moravian Geographical Reports*, Volume 17.

<http://www.geographynotes.com/articles/4-models-of-transport-development-explained-with-diagram/60> accessed on 15/04/2020