

The Rimmer Model

An alternative and complementary perspective is provided by Rimmer (1977) who outlined **the development of a hybrid transport system in less-developed countries, derived from the colonization process by which metropolitan powers used revolutionary modes of transport to penetrate indigenous systems and to gain both political control and cultural and economic dominance.** The resultant restructuring of resource use, patterns of circulation, organization and outlook transformed the indigenous system, and instituted an interdependent relationship in which the colonizing power to a substantial extent controlled a two-way exchange of goods and services. This process eventually yielded a **hybrid transport system in developing countries containing both indigenous and imported elements, often inadequately integrated.**

Using terminology derived from Brookfield (1975), Rimmer identified **four phases** in the evolving interrelationships between metropolitan and Third World countries in transport terms:

1. **A pre-contact phase involved no links between a Third World country and a distant power in the advanced world.** Within the Third World country, a **limited network of tracks**, together with navigable waterways, supported a relatively restricted socio-economic and political system.
2. **An early colonial phase, secondly, involved the establishment of direct contacts by sea between advanced and developing countries but did not produce radical changes in Third World societies,** Europeans being largely content to dominate sea transport routes and to establish **foothold settlements** such as trading posts and garrisons.
3. **A third phase of high colonialism involved more fundamental changes including the introduction of roads and railways, port facilities and inland transport nodes, and the diversification of economic activity** (including industrialization and commercial agriculture) and settlement patterns (including rapid urbanization).
4. **A fourth neo-colonial phase involves a substantial further diversification of the economic development surface of the Third World country and continuing (if modified) trade links with the former metropolitan power. The modernization of the transport system in the Third World country** involves, at this stage, elements of rationalization, adaptation and selective investment in response to changing demands. There is, however, no radical adjustment to the systems inherited from earlier phases.