



# Rural Transport: the missing link?



## **The International Forum for Rural Transport and Development**

A global network of individuals and organisations working together towards improved access, mobility and economic opportunity for poor communities in developing countries.

? What do poor rural farmers do when the rainy season cuts off their access to markets?

? What do women in labour do when the nearest health clinic is 30km away and transport is virtually non-existent?

? How can girls attend school if their journey is not safe?

Improving **access** and **mobility** includes not only developing appropriate, affordable transport infrastructure and services but also overcoming the social economic, political and physical constraints to movement that women, men and children face.



# Rural Transport: The Characteristics

Indicators	Kenya	Malaysia	India	Bangladesh	Western Samoa	South Korea
Typical distance of transport	90% of trips = less than 7 km	75% of trips = less than 7 km	90% of trips = less than 5 km	Most trips = less than 12 km	Most trips = less than 5 km	Most trips = less than 10 km
Average on-farm distance	0.8 km	1 km	1.5 km			
Average off farm distance		10 km	8.3 km			
Loads transported	70% of trips = less than 25 kg			Most trips = less than 50 kg	Most trips = less than 80 kg	30 – 80 kg



*Source: Howe, 1997 (after Carapetis, et al, 1984 and Barwell, et al 1985)*

# MDG 1: Eradicate Extreme Poverty and Hunger

Improving access to markets can:

- Lower agricultural input prices
- Increase production
- Reduce the monopoly power of traders/middlemen

Transport also increases purchasing power through the provision and facilitation of employment opportunities



## **Community Driven Market Access Roads in Southern Zambia**

- 1000s of villagers in Southern Zambia benefited from innovative programme to design and construct improved market access roads. Farmer groups selected the routes they felt were most appropriate.
  - Resulting 700km of gravel road halved distance related operating costs for farmers/other users, doubled the number of traders, improved food security, generated employment (25% for women) and improved the safety of school journeys for children.
  - The project was financed by the International Fund for Agricultural Development (IFAD) through the Ministry of Agriculture & Cooperatives of the Government of Zambia (GRZ).
- (Andreski. 2009)*



## MDG 2: Achieve Universal Primary Education

- Getting to school in rural areas costs time, energy and money
- Drop out rates are high
- Attracting and retaining quality teaching staff in rural schools is difficult
- Morocco case study:
  - No paved road, 21% of girls and 58% of boys attended school.
  - Paved road, the participation rate 48% for girls and 76% for boys.  
(World Bank)



**Child-centred research** conducted by child researchers and facilitated by the University of Durham (UK) in Ghana, South Africa and Malawi, offers real insights into the mobility constraints faced by children as they travel to school (*Porter, 2007*)

# Small Investment Matters

Table 4. Selected Human Development Indicators and Road Access.		
Indicator	Villages with all-weather motorable roads	Villages without all-weather motorable roads
Girls Net Primary School Enrollment Rate (NER)	41%	27%
Boys Net Primary School Enrollment Rate (NER)	56%	49%
Females Literacy Rate (10 years and above)	23%	13%
Males Literacy Rate (10 years and above)	53%	44%
Immunization Coverage <sup>(1)</sup>	54%	46%
Contraceptive Prevalence Rate <sup>(2)</sup>	19%	12%
Pre-natal consultation	28%	14%
Births assisted by skilled attendant	58%	39%
Births at home	85%	91%
Post-natal consultation	7%	5%
<sup>(1)</sup> Fully immunized 12-23 months based on recall and record.		
<sup>(2)</sup> Percentage of married women of age 15-49 who ever used contraception.		
Source. PIHS 2001-02.		

Improved access creates opportunities for children to participate in education process, improves maternal health and reduces infant mortality



# MDG 3: Promote Gender Equality and Empower Women

## **Empirical evidence (ILO, IFRTD) suggests:**

- Women travel more, longer and carry heavier loads than men
- Men as the household leader have primary access to vehicles and IMTs (Intermediate Means of Transport)
- Transport infrastructure and modes often not universally designed for men and women

## **Better, safer, affordable transport can dramatically reduce women's time poverty and empower them to take control over their lives:**

- Increases access to markets
- Increases exposure to education and information
- Facilitates opportunities to participate in income generation, community and political activities
- Improves equality in gender relations



# MDGs 4&5: Reduce Child Mortality and Improve Maternal Health

Key factors to good maternal and child health are compromised by distance and limited transport eg:

- Skilled birth attendance
- Healthcare seeking behaviour
- Emergency obstetric services
- Antenatal and postpartum care

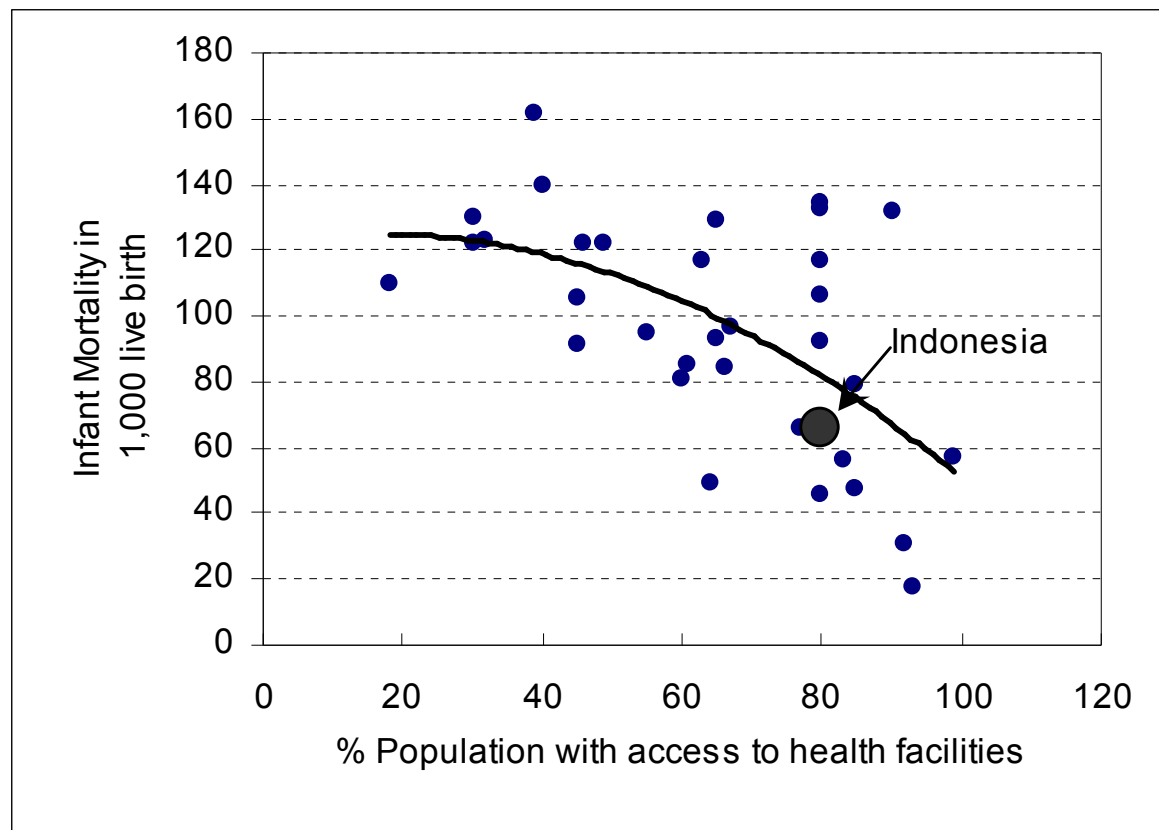
More than 60% of people in poor countries live more than 8km from a healthcare facility. (*WHO*)



**In Dowa, Malawi, the introduction of eRanger motorbike ambulance doubled district-wide facilitated deliveries.**

**Maternal mortality rate dropped by almost half in the first 12 months (*Crouch, 2007*).**

## MDGs 4&5: Reduce Child Mortality and Improve Maternal Health



# MDG 6: Combat HIV/AIDS, Malaria and other Diseases

Transport is a key factor in **sustained healthcare treatment**. Immunisation and disease control programmes are compromised by disruption to the safe and timely delivery of vaccines, while poor access deters repeat patient attendance.

The spread of HIV/AIDS has been exacerbated by increased mobility of individuals and transport employees.

Transport hubs, corridors and sites of infrastructure construction and maintenance represent locations of high HIV/AIDS risk





# MDG 7: Ensure Environmental Sustainability

The rural transport sector has huge potential to minimise its impact on the environment:

- Sustainable public transport services
- The promotion of *non-motorised* vehicles
- The development of traditional waterways



## Gravity Ropeways: Simple, green, appropriate

- Introduced by Practical Action in Mustang and Dhading Districts, Nepal.
- Enable villagers to transport produce down the steep mountainsides to markets.
- Wide variety of consumer goods ascend in specially designed trolleys suspended from steel cables.
- Technology relies on nothing but gravity for power.
- Cheap to install and reduces transport costs by 86%.

# MDG 8: Develop a Global Partnership for Development

**Transport links rural areas with the outside world:**

- It forges a life-link between rural communities and their markets
- Puts isolated people in touch with their representatives
- Sustains important social networks and energises local processes
- Freedom of movement is empowering



# Transport Enables Rural Communities to Access Opportunities Outside their Village

No	Country	Number of trips		Time required		Load	
		Internal	External	Internal	External	Internal	External
1	Indonesia	84%	<b>16%</b>	44%	<b>54%</b>	21%	<b>79%</b>
2	Ghana	93%	7%	56%	44%	76%	24%
3	Zambia	91%	9%	80%	20%	81%	19%

Source: Silviani, 2000

Larger external trips indicates more social and economic interaction and hence higher opportunity to add value to their travel



# Challenges ahead

Focus on transport efficiency and emissions reductions may impact the broader consideration of the role of transport in poverty eradication.

New investments in transport infrastructure and services require to follow an integrated approach and respond to the transport problems of local communities.

Lack of institutional and technical capacities and comprehensive knowledge to implement integrated approaches



# IFRTD: Networking for Change

## What do we do?

- Share information, knowledge and experience
- Support networking activities and new research
- Strengthen capacities
- Identify priority issues and new approaches
- Influence donors, policy makers and practitioners



# Thank you

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