

TRANSPORT AND SUSTAINABLE DEVELOPMENT GOALS

The Challenges of Rural Access in Developing Countries



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ABOUT IFRTD

- IFRTD is the International Forum for Rural Transport and Development
- A global network of individuals and organizations working together towards improved access and mobility for the rural poor in developing countries
- Currently having approx. 3,000 members and about 20 National Focal Points
- Based in Nairobi, with 4 regional liaison contacts for West & Central Africa (in Cameroon), Asia and the Pacific (in Sri Lanka), and Latin America (in Peru)



WHY TRANSPORT AND DEVELOPMENT?

- Investments in transport deliver a wide range of local, national and international development objectives:
- Two foundational channels through which transport contributes to development:
 - **Primary Role:** Supporting the development of communities by enabling access to basic services, livelihoods and opportunities; This provides a platform for the 2nd function
 - **Strategic Role:** Promoting (i) economic growth, market expansion (ii) administrative control, i.e, territorial integration, political inclusion and security (iii) social integration: social interaction/ building of society
- Underlying the SDG framework are the notions of sustained poverty reduction, access to basic services, inclusive growth, equitable development and security. This is not possible without the efficiency and integrative functions of transport



WHY TRANSPORT IN THE RURAL CONTEXT

- Despite global urbanization trends, many developing countries have large big swathes of rural territory
- Significant populations still live there;
- Globally, there is a confluence of rurality, remoteness, poor access and poverty;
- *“No one should be left behind”* Inclusion a key principle

Rural Urban Pop-World and selected regions (2015)
Source: UNDESA Pop Division (2014)

Region	Urban	Rural
World	3,957,285,013	3,367,492,212
Africa	471,612,315	694,636,991
Asia	2,113,137,370	2,2271,706,727
Central America	126,854,204	45,080,027
South America	345,611,127	69,442,142



RURAL TRANSPORT CONUNDRUM: A DIFFERENT PERSPECTIVE ON TRANSPORT ISSUES



STUCK IN TRAFFIC??



**A DIFFERENT VIEW OF
TRANSPORT SAFETY**



TRANSPORT IS A KEY ENABLER OF MANY OF THE SDGs (e.g.,)

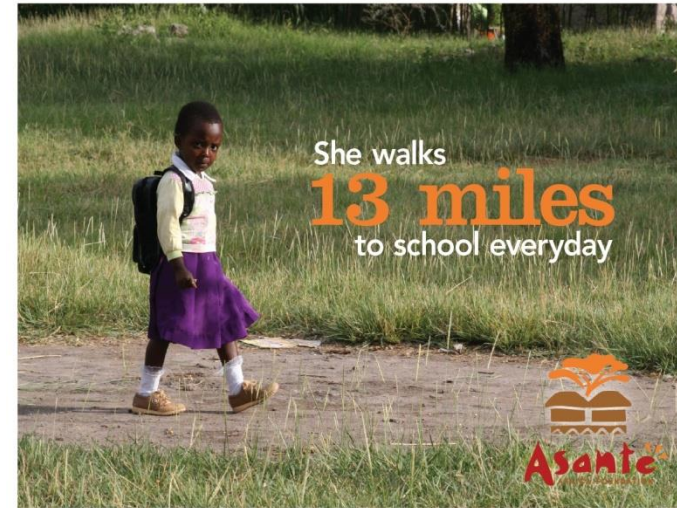
1: END POVERTY



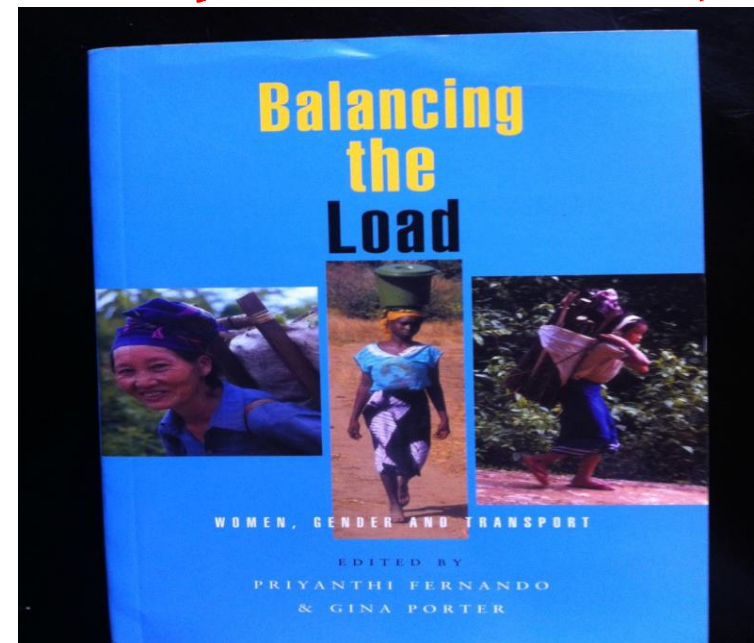
2: END HUNGER



4: QUALITY OF EDUCATION



5: GENDER EQUALITY



CONCLUDING OBSERVATIONS

- Delivering access solutions in rural areas is made difficult by low volumes of economic activities/low economies of scale which does not attract infrastructure investments;
- This leads to a vicious cycle of rural poverty, poor health, education and slow social transformation in areas such as gender and democratic development;
- Relocation of poverty to urban is partly as a consequence of rural stagnation;
- Rural transport systems remain a research and policy blind-spot, with a weak body of knowledge on linkages between poor access on the one hand and key development indicators of poverty, literacy levels, maternal mortality rates etc on the other;
- The spirit of SDGs is inclusion. Patterns of transport investments in many developing countries produce unsustainable spatial disparities between rural and urban areas which can undermine the SDGs aspirations.

WHICH WAY RURAL TRANSPORT AND SDGs?/1

- In the SDG framework, reference to transport is contained in Goal 11, target 11.2

“By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special needs of those in vulnerable situations, women, children, persons with disabilities and older persons”

- There is a sentiment among the Rural Transport community that the important role played by rural transport plays in securing many of the goals and targets may not be sufficiently covered by target 11.2.
- Or can the statements underlined in bullet one above be leveraged as a basis for putting a strong case for rural transport as an area in need of keener consideration?



WHICH WAY RURAL TRANSPORT AND SDGs?/2

Is the implied role of transport in other goals and targets such as food security, health, energy etc strong enough to enable mobilisation of technical, financial and political resources that can match the magnitude of the problem?

Is there a way in which Goal 17: *Mechanisms and Partnerships to reach the Goals* can be a platform for articulation of key enablers (such as transport) whose important catalytic role in achievement of SDGs maybe obscured by their cross-cutting nature?





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