



The urban and rural mobility and poverty divide

Roberto Aguerrebere
Director General
Instituto Mexicano del Transporte

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The International Forum for Rural Transport and Development is a global network of individuals and organizations working together towards improved access, mobility and economic opportunity for poor communities in developing countries.

The Mexican Institute of Transport supports the integrated development of the transport sector through research, innovation and capacity building.



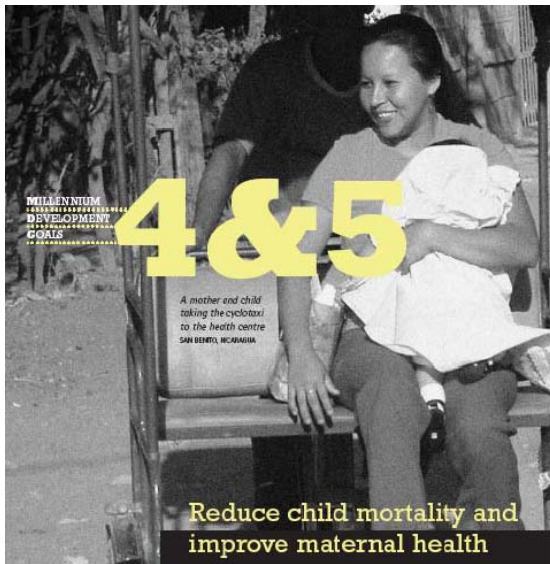
Rural transport and poverty

- Of the 1.4 billion people living in extreme poverty in 2005, 70% lived in rural areas
- 1.2 billion of world's poor lack access to an all-weather road
- 40-60% in Developing Countries live more than 8km from health services
- Rural transport systems are ineffective

Source: (WBTBS 08, UN, 2010, IFAD, 2010)



Health related MDGs at risk: what can transport do?



In Cebu, the Philippines a study found that a 10% increase in distance from a hospital was associated with a 2% increase in all three mortality rates.

Clear association between infant, child, and maternal mortality rates and the **distance** to healthcare services.

- Key factors to good maternal and child health such as:
 - Skilled birth attendance
 - Healthcare seeking behaviour
 - Emergency obstetric services
 - Antenatal and postpartum careare compromised by **distance** and **limited transport**.



MDG1: Poverty and extreme hunger

Strengthening
of **local
markets
chains**
fundamental to
meet
development
and
sustainability
goals

**International Assessment of
Agricultural Knowledge, Science and
Technology for Development (IAASTD)**
Importance of a changed agricultural
agenda in development:

Not only increased production, but:

- **Sustainable environments**
- **Rural poverty reduction**
- **Secure livelihoods.**

+Understanding impacts of climate
change on rural economies in
developing countries, and the risks that
they pose for poor rural people's
livelihoods.



www.agassessment.org



Improving access to markets by small scale farmers requires



- **Investments** on the lower level of the transport network including **local roads, tracks, footpaths and bridges.**
- **Support of transport services** both **motorised** (trucks, buses, cars) as well as **intermediate means of transport** (handcarts, bicycles, motorcycles and animal drawn carts).
- Support to the domestic markets -active on staple food crops and livestock products, often for the urban markets
- Women farmers' and traders transport differentiated needs.

An integrated approach to transport infrastructure and services is needed to ensure investment in transport brings commensurate social, economical and environmental benefits.

SMALL INVESTMENTS THAT MATTER

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 ⁽¹⁾	54%	46%
Contraceptive Prevalence Rate ⁽²⁾	19%	12%
Pre-natal consultation	28%	14%
Births assisted by skilled attendant	58%	39%
Births at home	85%	91%
Post-natal consultation	7%	5%

⁽¹⁾ Fully immunized 12-23 months based on recall and record.
⁽²⁾ Percentage of married women of age 15-49 who ever used contraception.
Source. PIHS 2001-02.

Improved road access creates opportunities for children to attend school, improves maternal health and reduces infant mortality

Source: Shakoor et.al, 2007



Policy considerations

- Health & transport policies and investments need improved synergies and better co-ordination.
- Local and regional health resources could be optimised by using appropriate transport means and services
- Mobility interventions could improve access to health by vulnerable and marginalised groups.
- Policies need to address the barriers to poor people's use of existing transport facilities & services to access to health services.
- Policy space is needed to value various modes of transport (motorised/non-motorised/land/water) for services and emergencies.



Policy considerations (2)

- Implementation of integrated participatory methodologies such as the **Integrated Rural Accessibility Planning (IRAP)** developed by ILO.
- Increased social impact assessment of transport sector interventions including a gender analysis of impact.
- Address under-researched areas in regards to the role of transport for poverty alleviation, mobility and ethnic relations, transport corridors and its impact on poverty, decentralisation and rural transport; climate change adaptation and rural transport.
- Challenges related to mobility and gender, age and vulnerabilities remain unsolved and not fully understood. These require specific attention.



Thanks!

For more information

www.ifrtd.org

www.imt.mx

