



**WIIIT Paris 2014 : Women's Issues in Transportation**

5ème Conférence Internationale sur les Femmes et le Transport - Construire les ponts

## *TRANSPORT, DEVELOPMENT AND GENDER*

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MASTER CLASS

**Tuesday April 15, 2014**





# Main Messages

- Disparities in transport access and mobility continue to exist between urban and rural areas
- Rapid urbanization and climate change call for pressing action
- Transportation must be available, accessible, affordable, and safe for all users
- Transport solutions must be tailored to country context and resources to shape the outcomes of these challenges



# Outline

- Transport and today's development challenge
  - urban areas
  - rural areas
- The pressures of urbanization and climate change
- What must Transport Do for Development?
- Conclusions

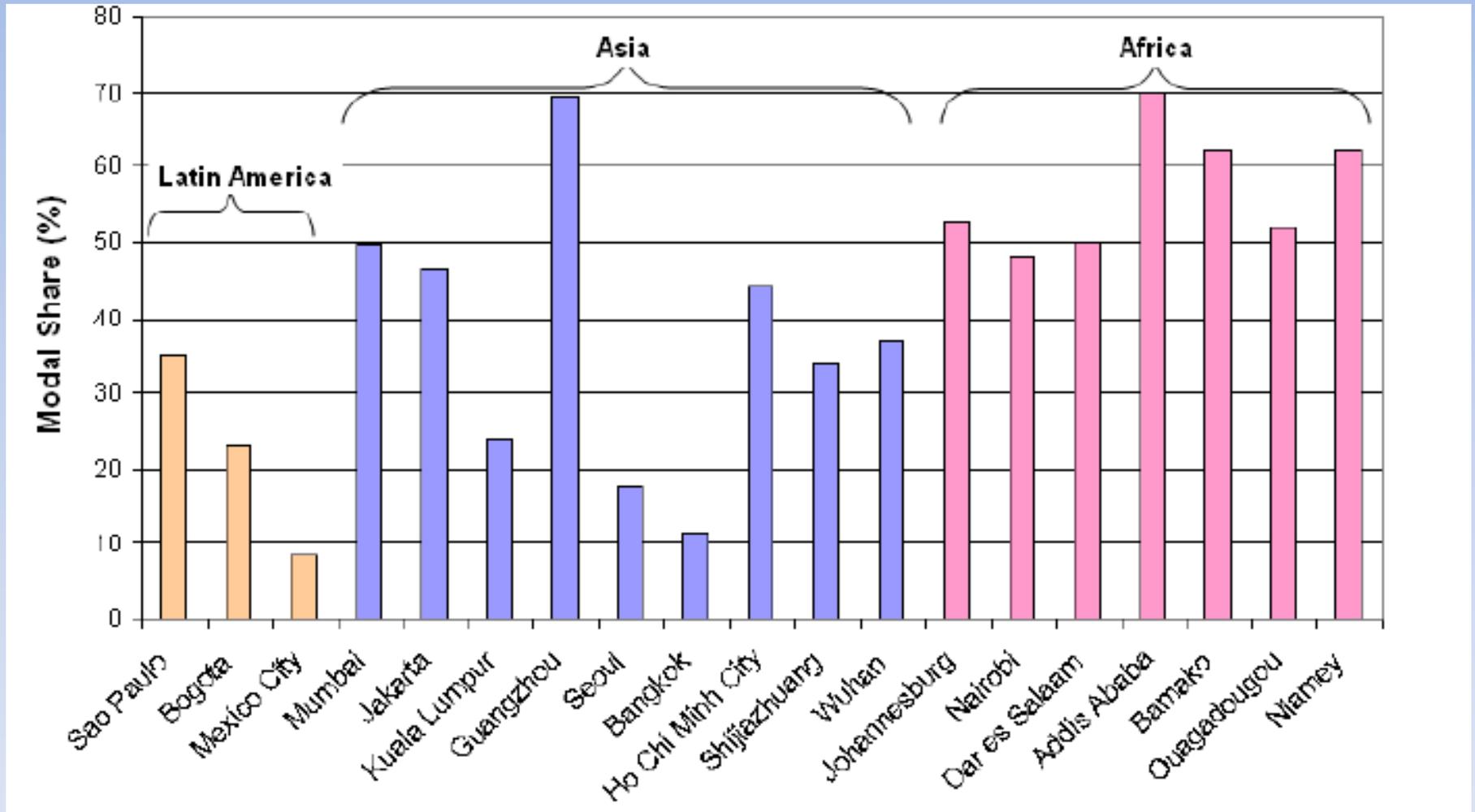


What are today's transport challenges ?

## URBAN AREAS



# Transportation does not necessarily mean cars



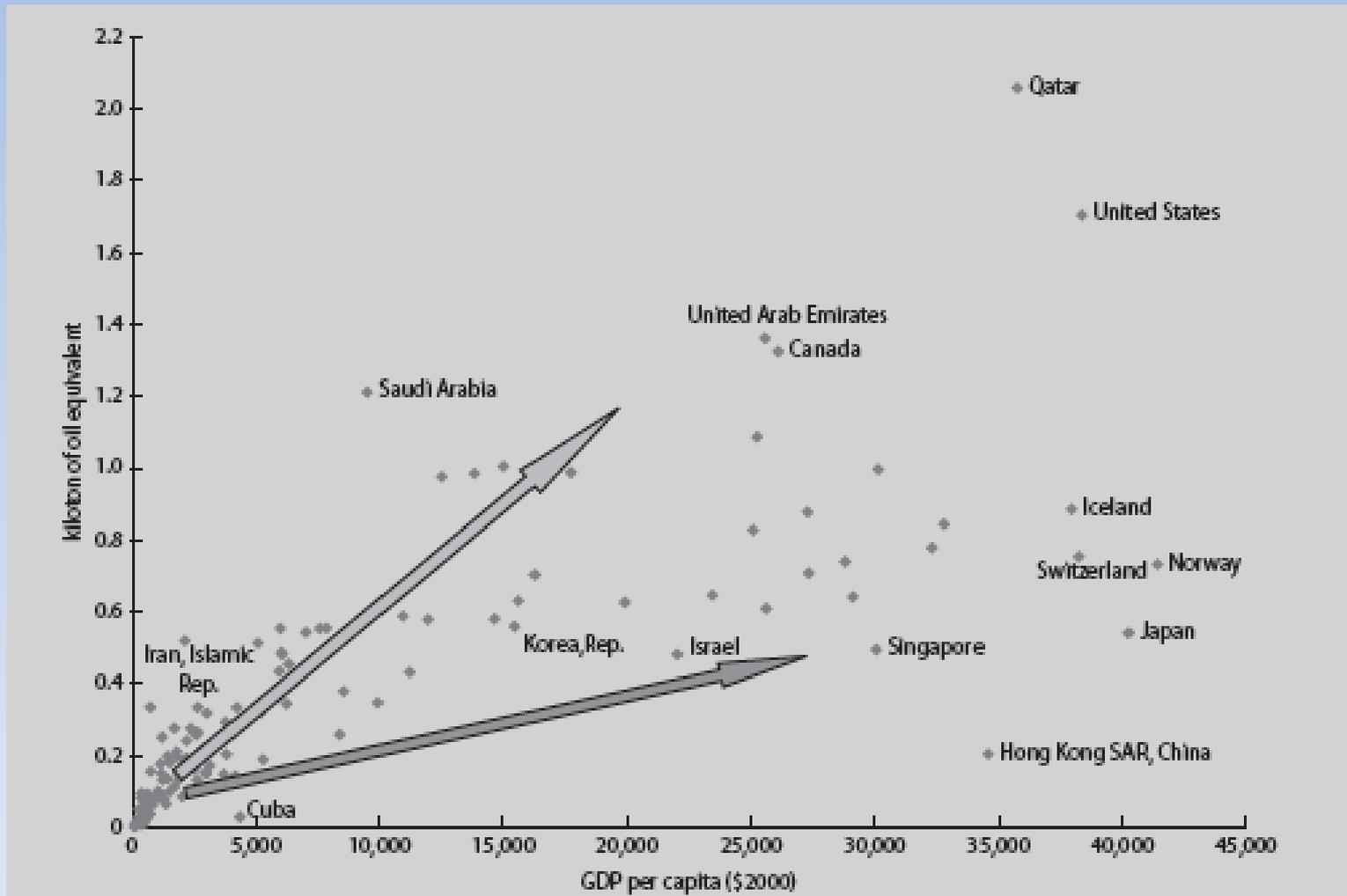
Source: World Bank 2008



## Many cities have challenging urban environments and transport needs are often unmet

- Unsafe, declining or non-existent pedestrian environment affect mobility patterns and needs across income and social groups:
  - Pedestrian space is eroded; encroached or blocked
  - Lack of sidewalks and safe crossing is commonplace
  - Users tend to be captive riders (Walking; Informal services; Non-Motorized forms of Transport). Poor urban residents often face tradeoff among residential location, travel distance and travel mode
  - Mobility needs and patterns differ by gender
  - People with disability face environmental challenges

# As income rises, urban residents tend to choose automobiles as their main transport





India

... this also leads to congestion



China



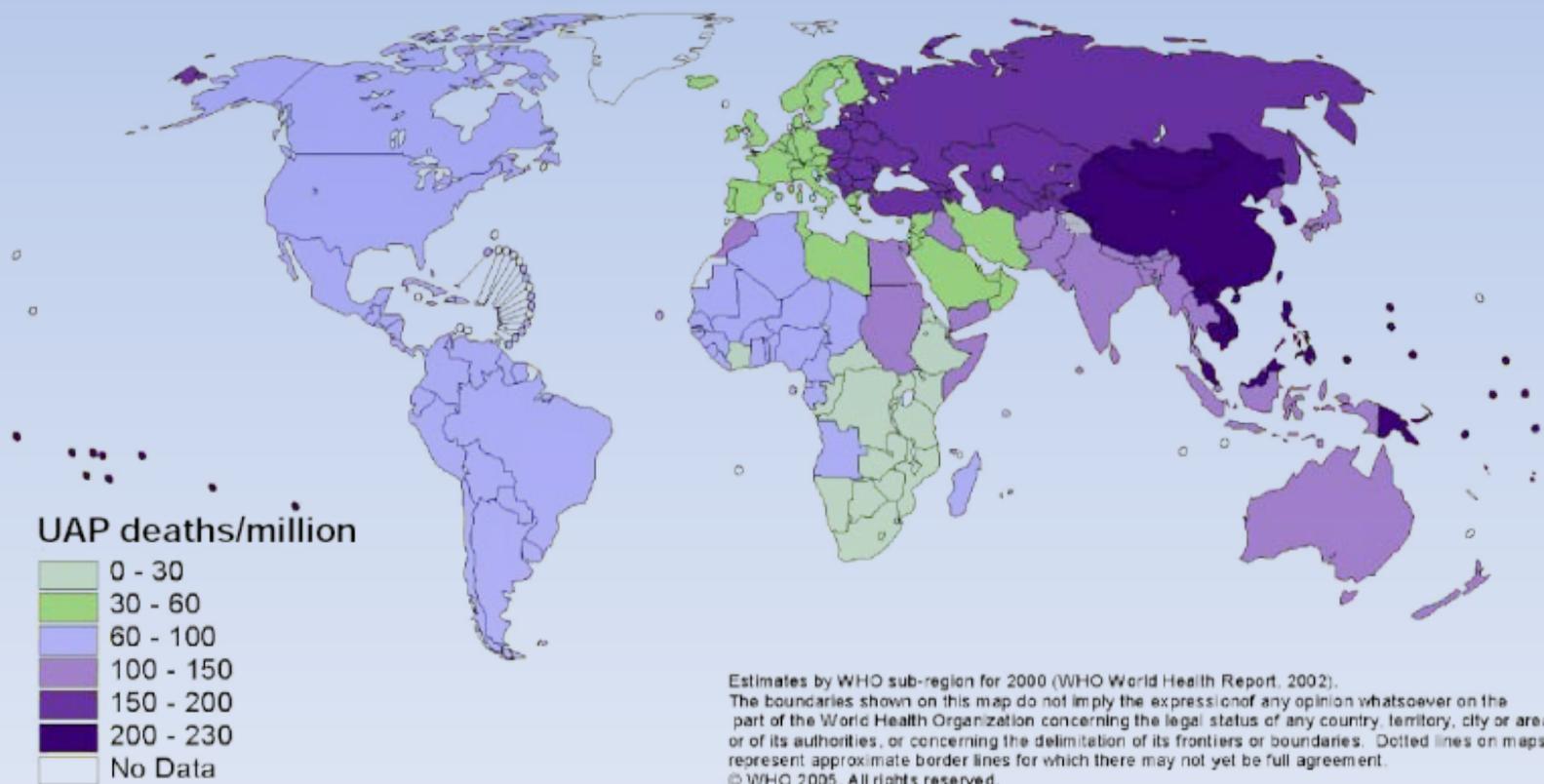
Mexico

CIUDAD DE MEXICO  
BIENVENIDOS



## ... and more urban air pollution

Urban air pollution, of which 90% is generated by motor vehicles, kill an estimated 800,000 people annually.



What are today's transport challenges ?

## RURAL AREAS



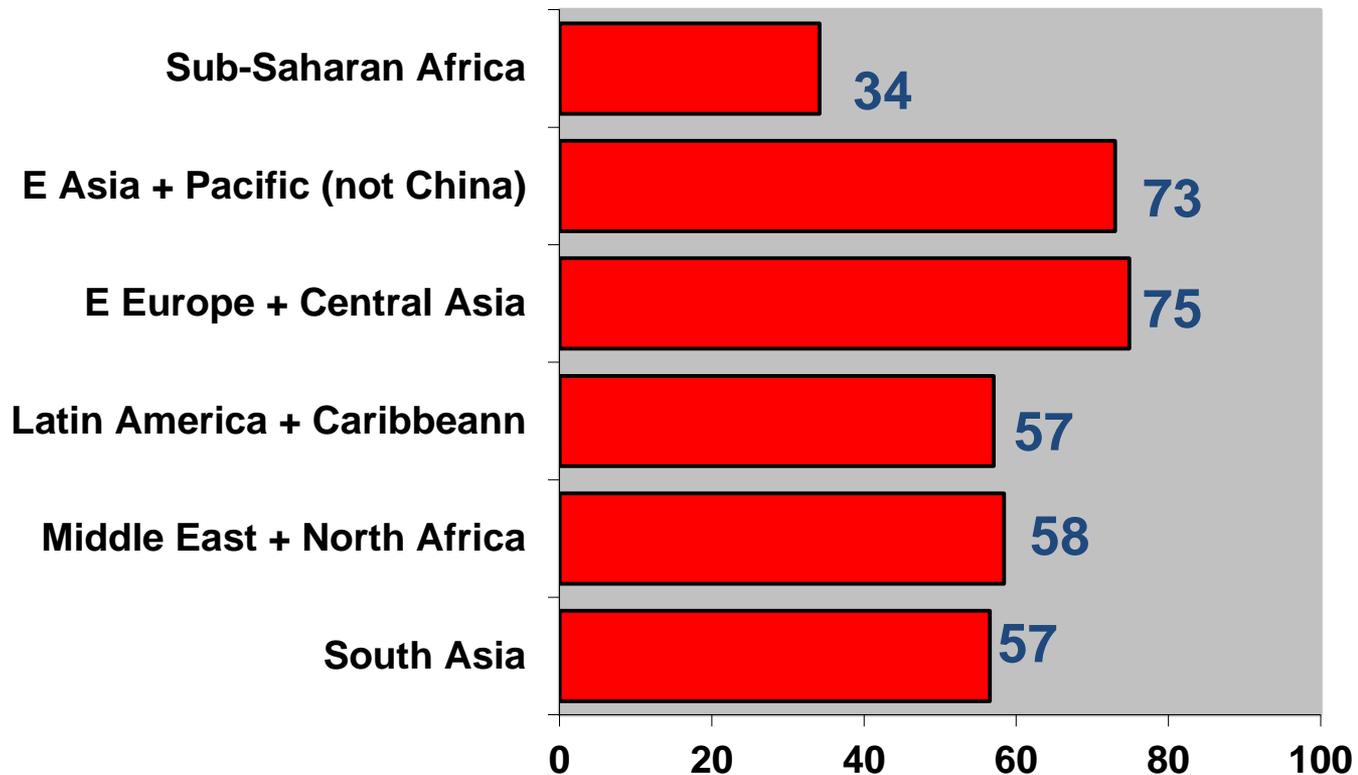
## Access is an issue for the rural poor



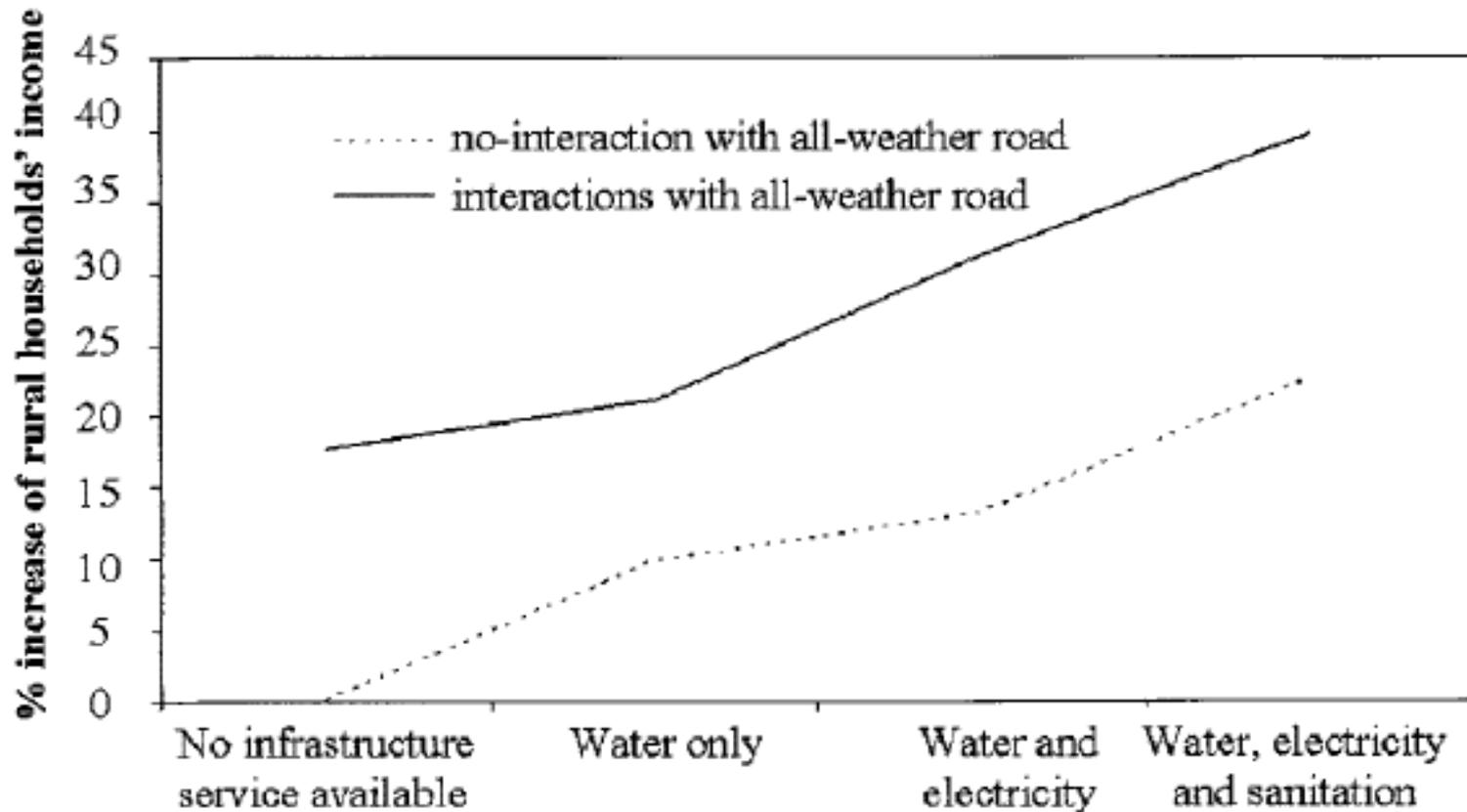
In the poorest countries, roads often carry over 80% of passenger-km and over 50% of freight-ton-km, but one billion people (or 40% of the rural population) don't have access to an all-weather road.

# Lack of rural access varies by region

## Rural Access Index - Regional

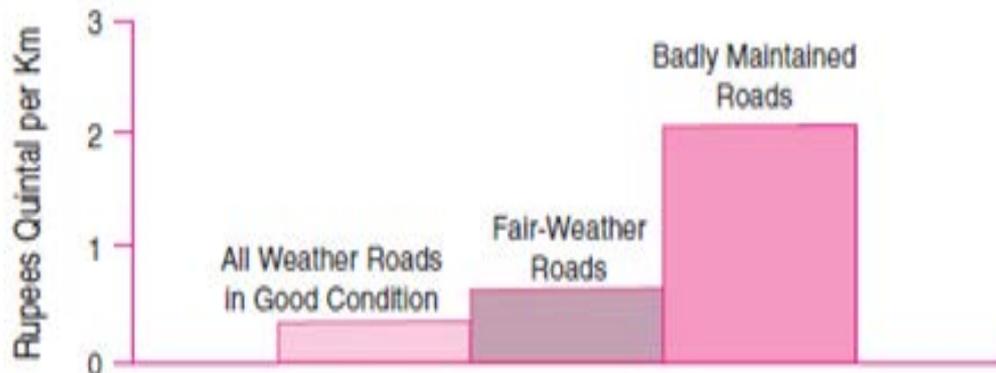


## Poor rural transport access has an impact on delivery of other rural utility services

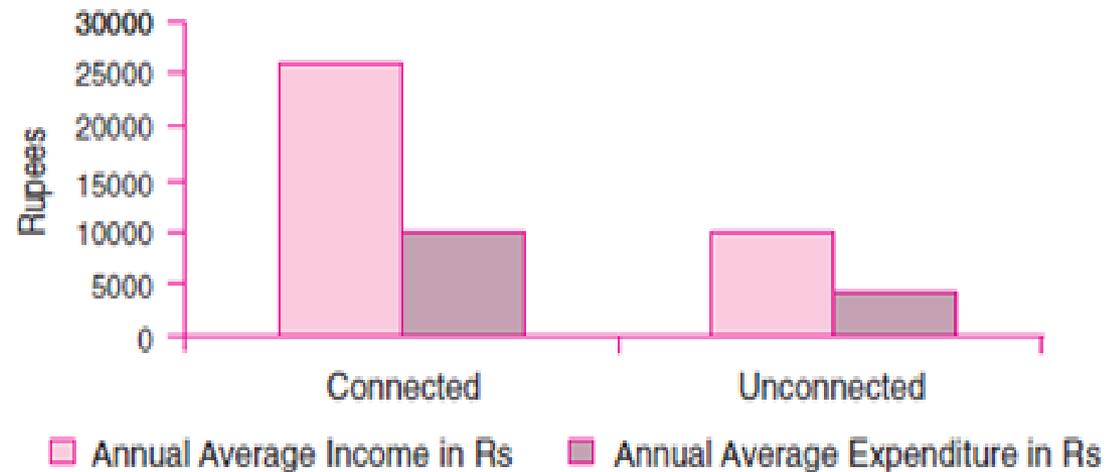


# Poor access to transport also impacts trade and income

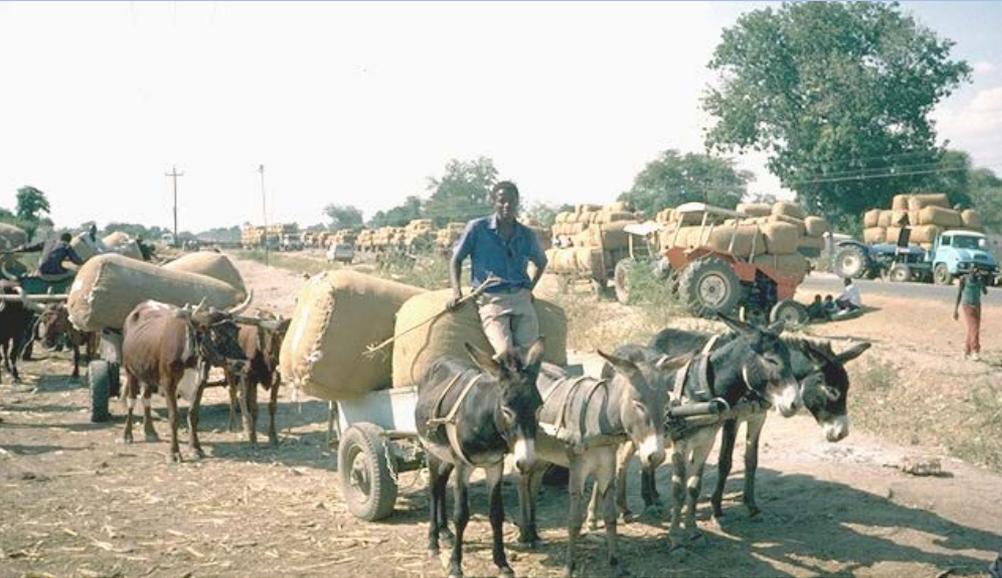
Average Goods Transportation Cost



Annual Average Income and Expenditure per Household



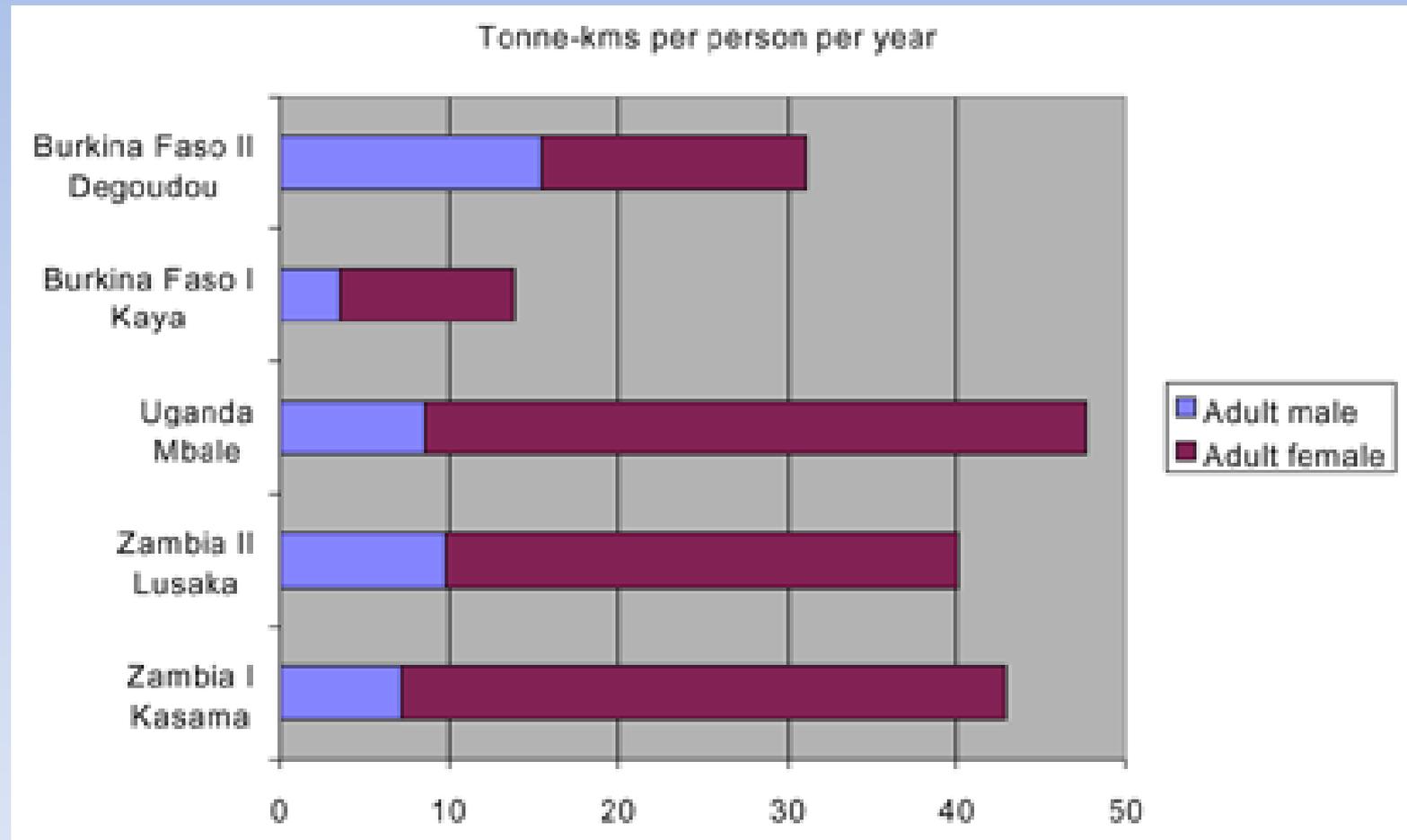
**The role of the road is less important when you do not have access to a car**



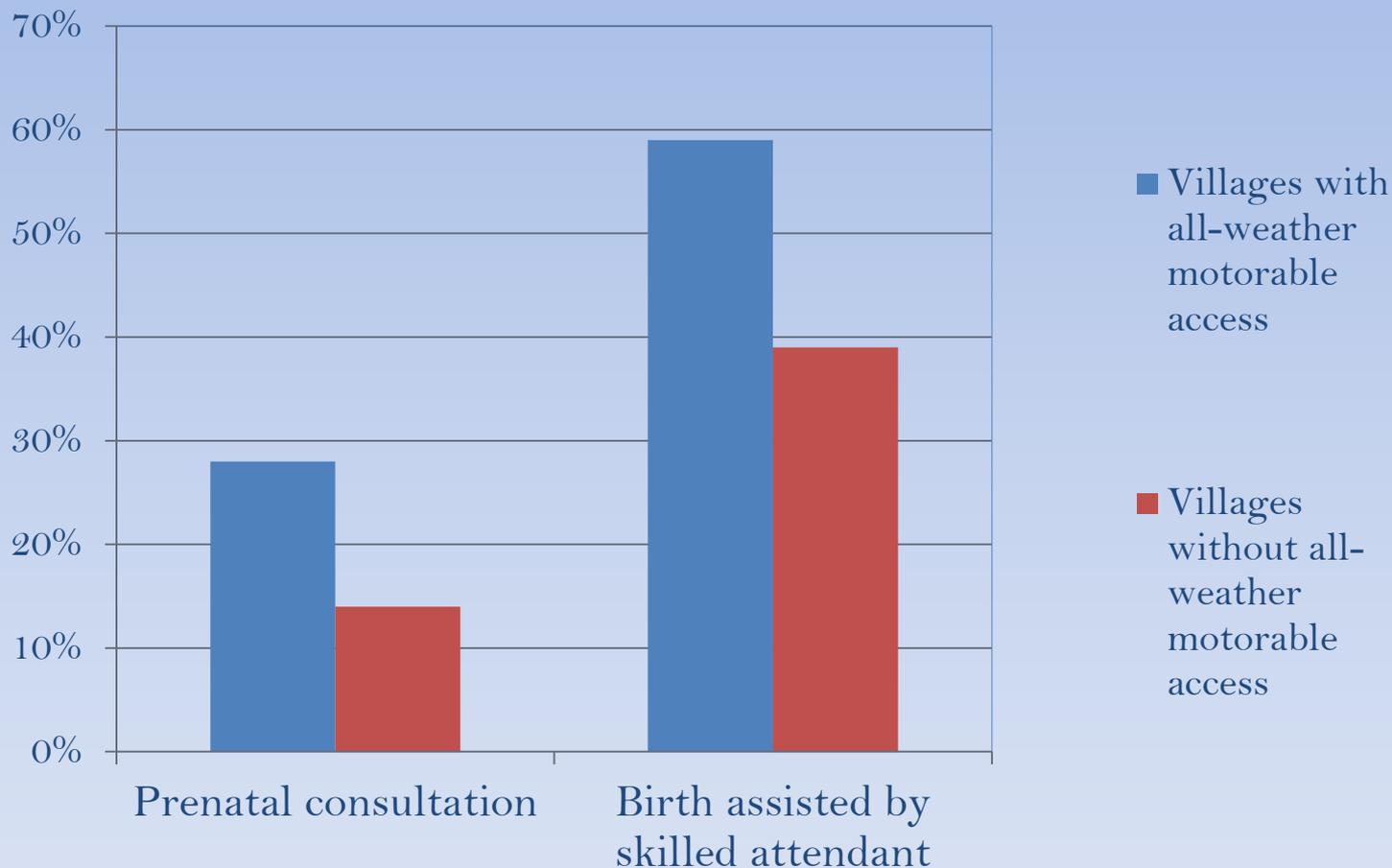
**But lack of access to efficient transport service in rural areas has greater impact on women**



# Women can still carry as much as three times the load of men in Africa

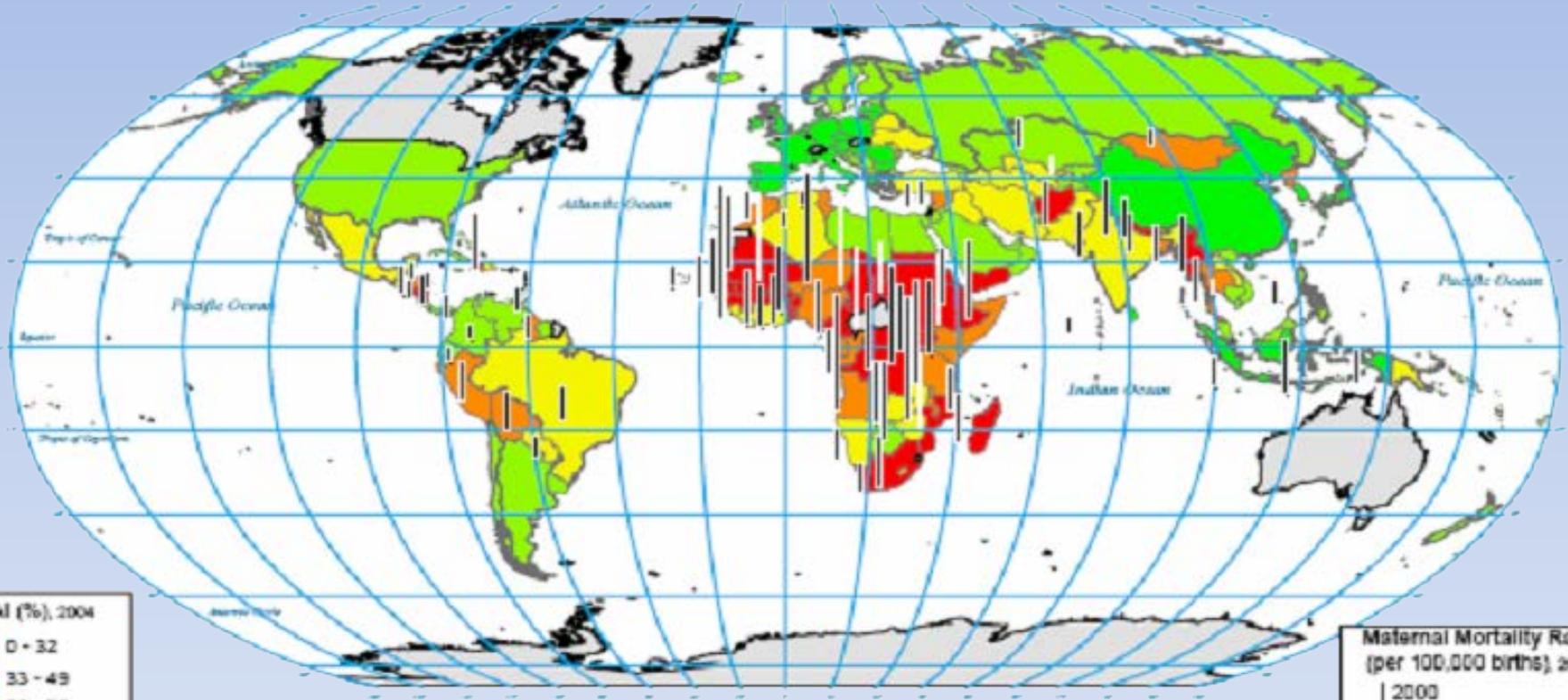


## Women's transport access gives greater access to maternal and pediatric health care



Source: Pakistan Integrated Household Survey (PHIS) 2001-2002

# 99% of maternal deaths occur in developing countries



**RAI (%), 2004**

0 - 32
33 - 49
50 - 70
71 - 86
87 - 100
Not available

**Maternal Mortality Ratio (per 100,000 births), 2000**

2000
1000
500

**Maternal Mortality and Rural Access**

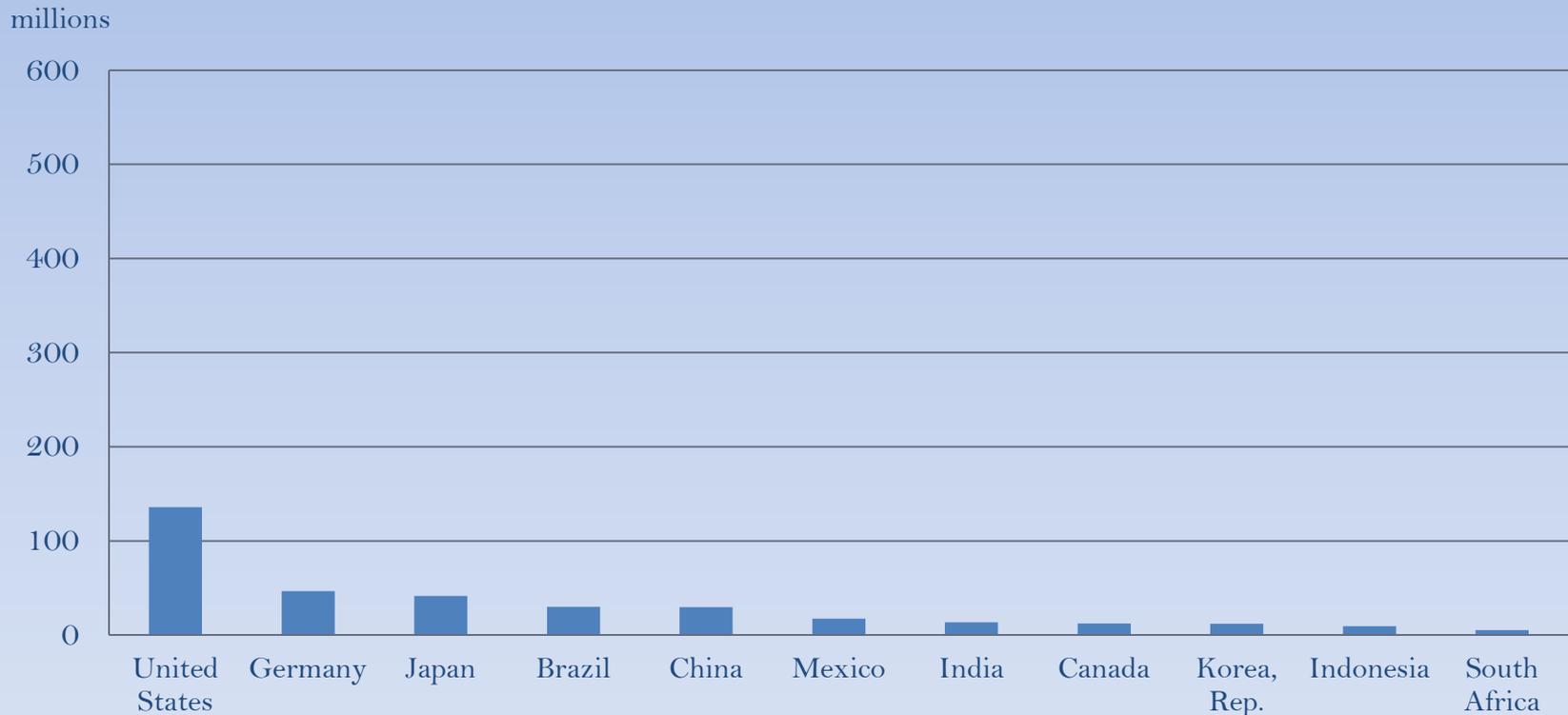
Sources: World Development Report 2006 and Rural Access Index global tables, 2007

**But transport challenges can get worse...**



# For now the rise of cars in developing countries...

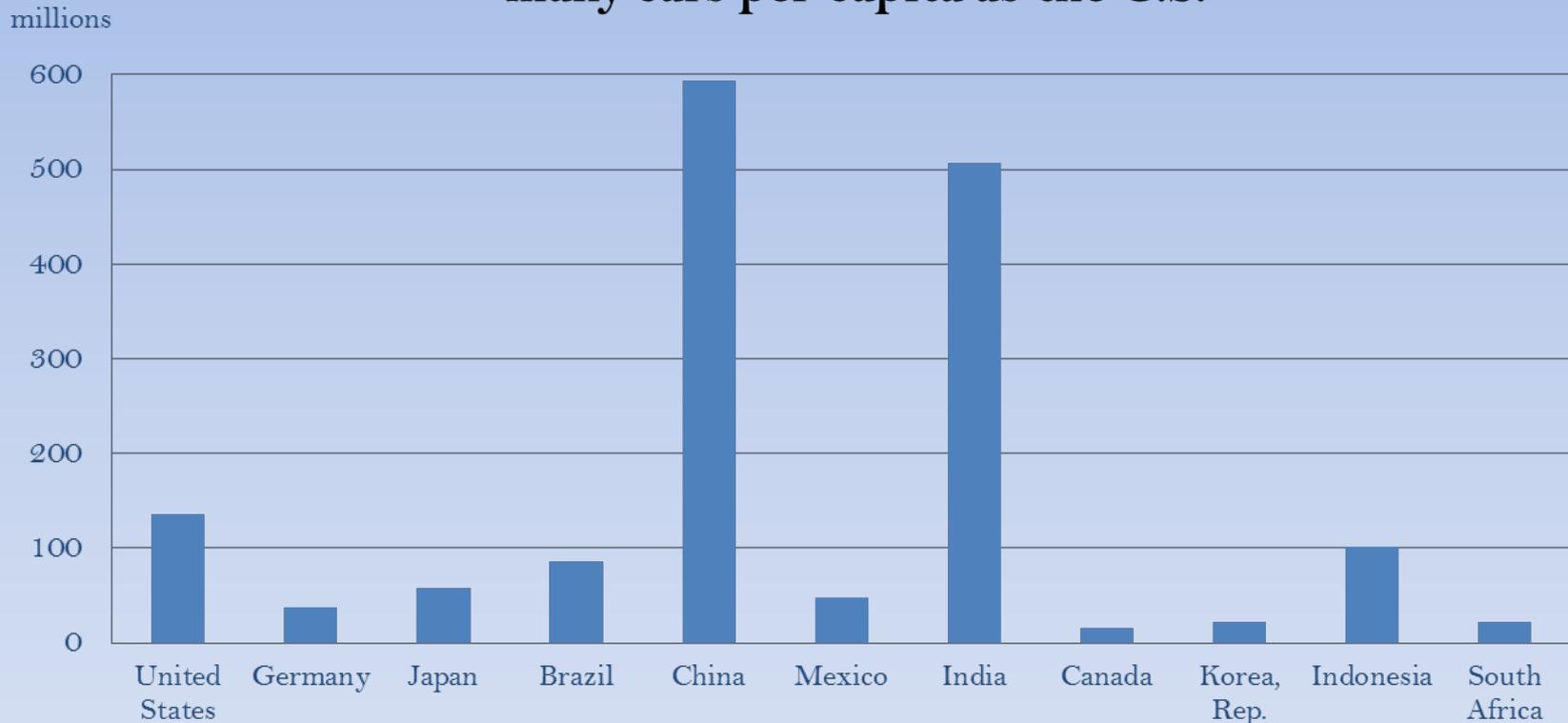
## Total number of cars by country (2007)



Source: World Development Indicators

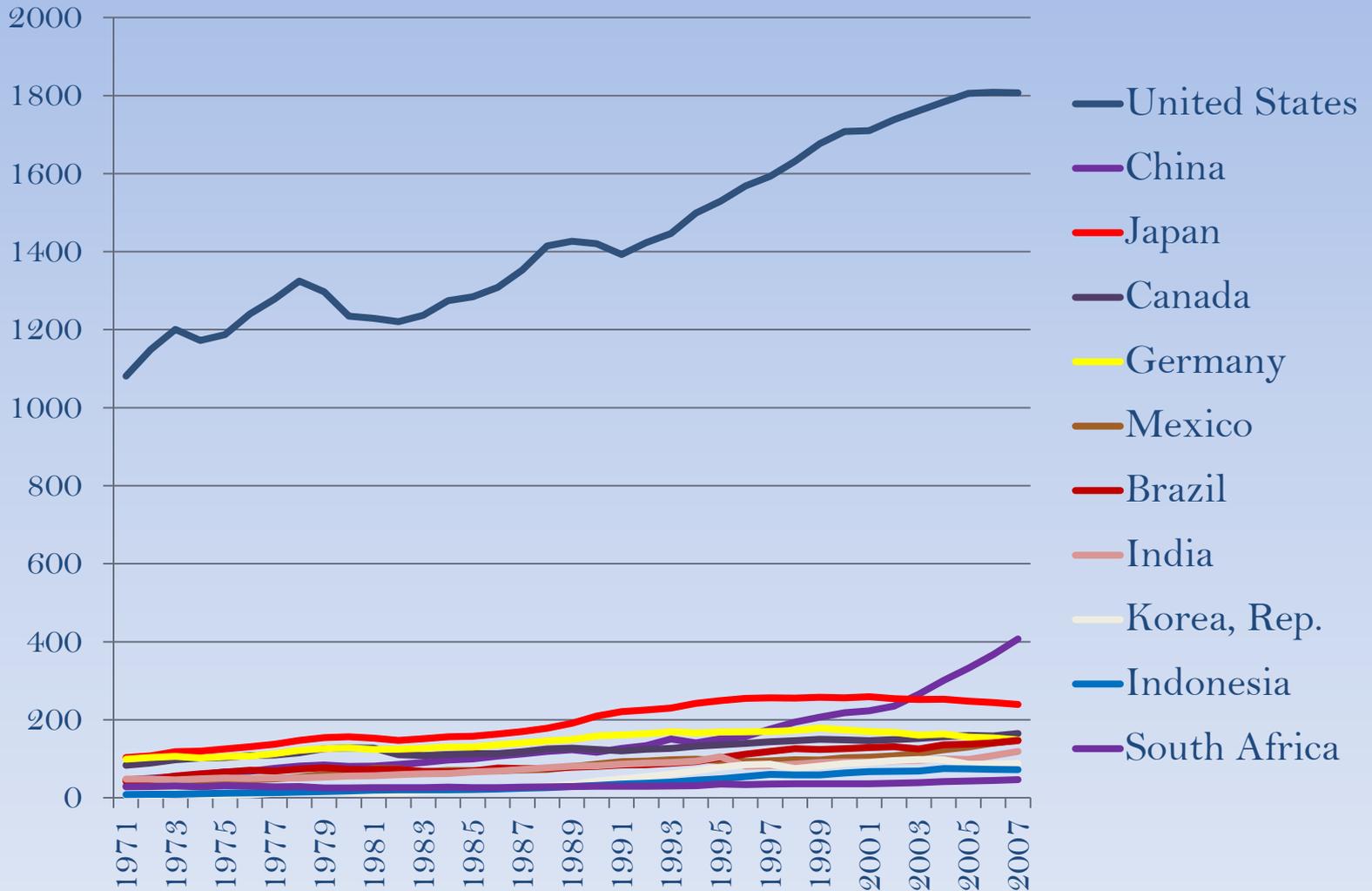
# But the future would be unsustainable if all countries had as many cars per capita as the U.S.

Total number of cars by country--if all countries had as many cars per capita as the U.S.

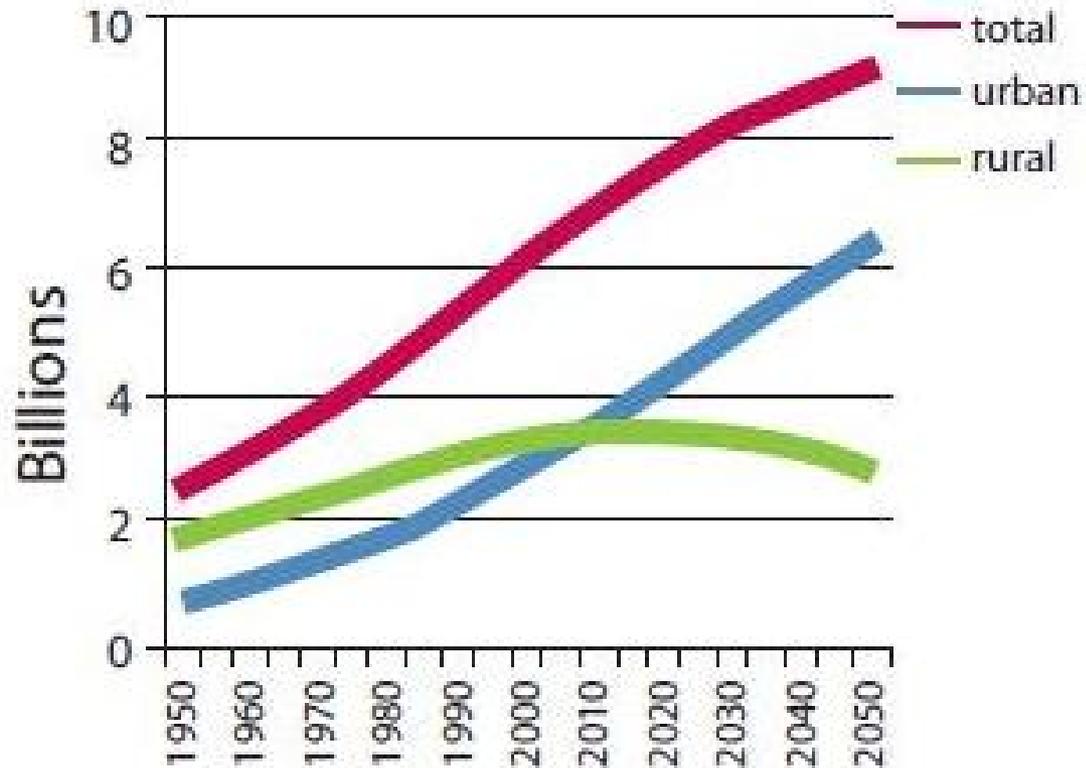


# ...is still dwarfed by U.S. transport emissions

Emissions of CO<sub>2</sub> from Transport (MtCO<sub>2</sub>)



# The next 20 years will see unprecedented urban growth



*World Population: Urban and Rural 1950-2050*

*(source: UN Dept of Economic and Social Affairs, 2007)*



## Poverty migration will likely contribute

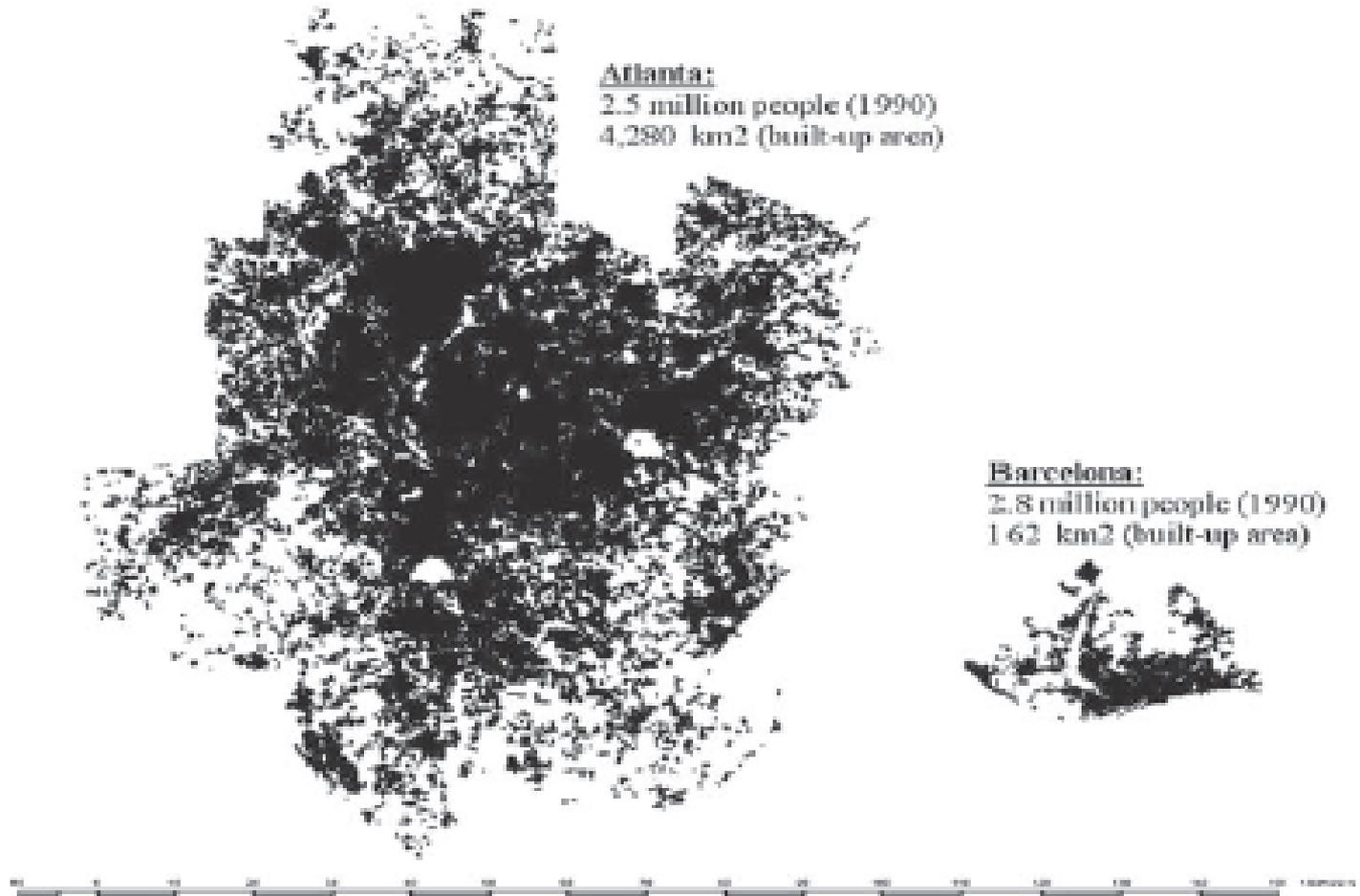
- People migrate from rural areas to urban areas in search of a livelihood
- Cities often left without resources and capacity to meet housing and infrastructure needs
- And poor transport system can lead to live close to places of work – most often in slums, with very poor living conditions



# So how to equip transport for better development?



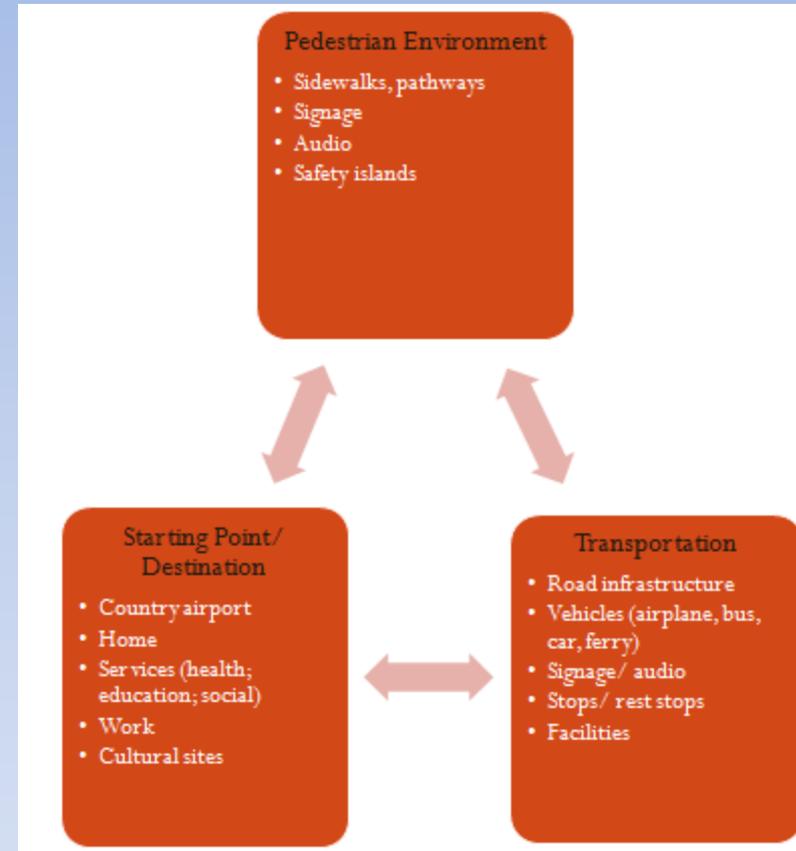
# Growing cities must plan with transport consideration



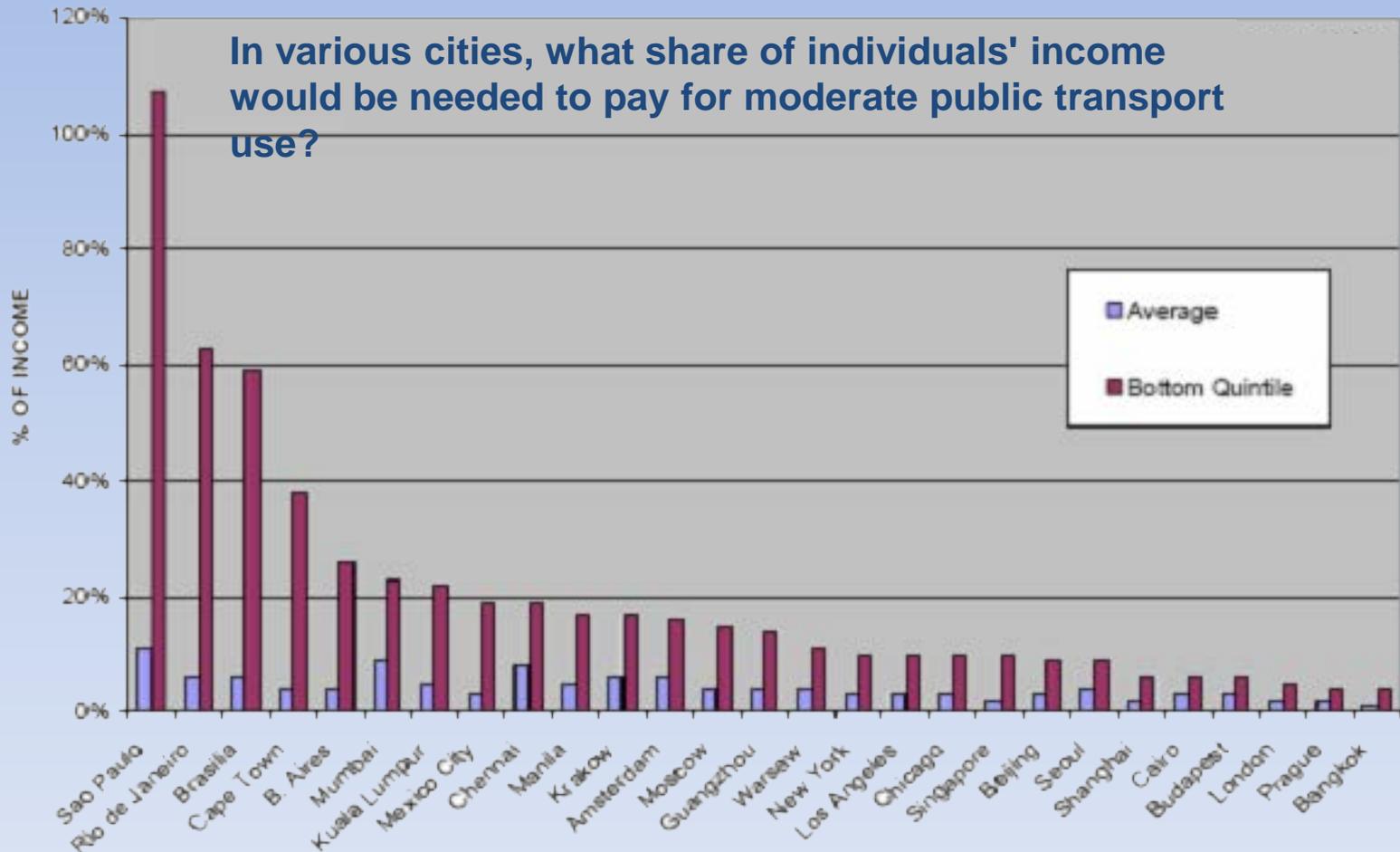


# Safe Walking Environment must be given Room

- All trips involve walking
  - To/from another mode (e.g., public transport, auto/parking) or
  - For the entire travel distance (competes as a mode)
- A cornerstone of safe and accessible trip chain
  - Increasing the use of public transport
  - Replacing motorized trips

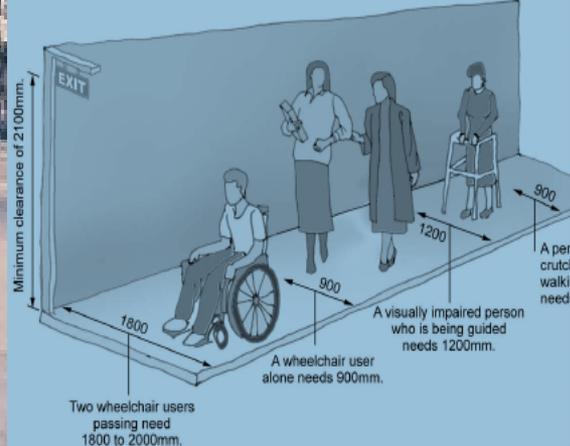
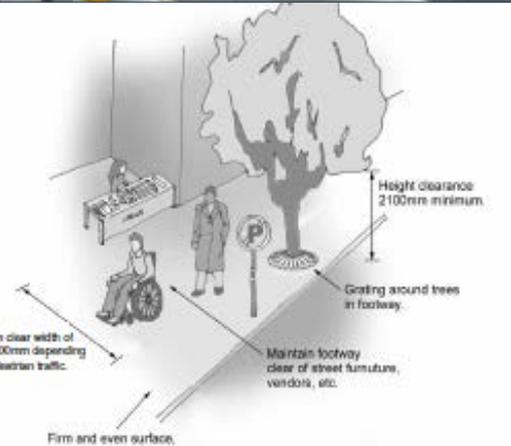


# And public transport must be affordable for the urban poor



Today, public transportation is far too expensive for the poorest 20% of people in developing country cities

# Transport systems and the travel chain must be accessible by all users



# It also means addressing women's travel patterns and mobility constraints

## Urban

- Women more likely to walk
- Diverse destinations and modal splits
- Greater reliance on public transport
- Personal safety and harassment
- Cultural constraints

## Peri-urban

- Low income areas poorly linked to main transport routes and places of employment
- Higher transport costs and waits
- Fewer trips and longer travel

## Rural

- Travel by foot/headloading
- Cycles and animal-drawn carriages and affordable modes of transport
- Infrequent and unreliable public transport
- Lack of accessible roads and poor pathway conditions
- Access to IMTs (carts, bicycles, animals) can be limited due to cultural norms

Personal safety,  
Harassment;  
Comfort; Cultural  
constraints and  
norms



# And minimizing crime risk through the Built-environment and quality of infrastructure

## Bus stop

Higher crime rates

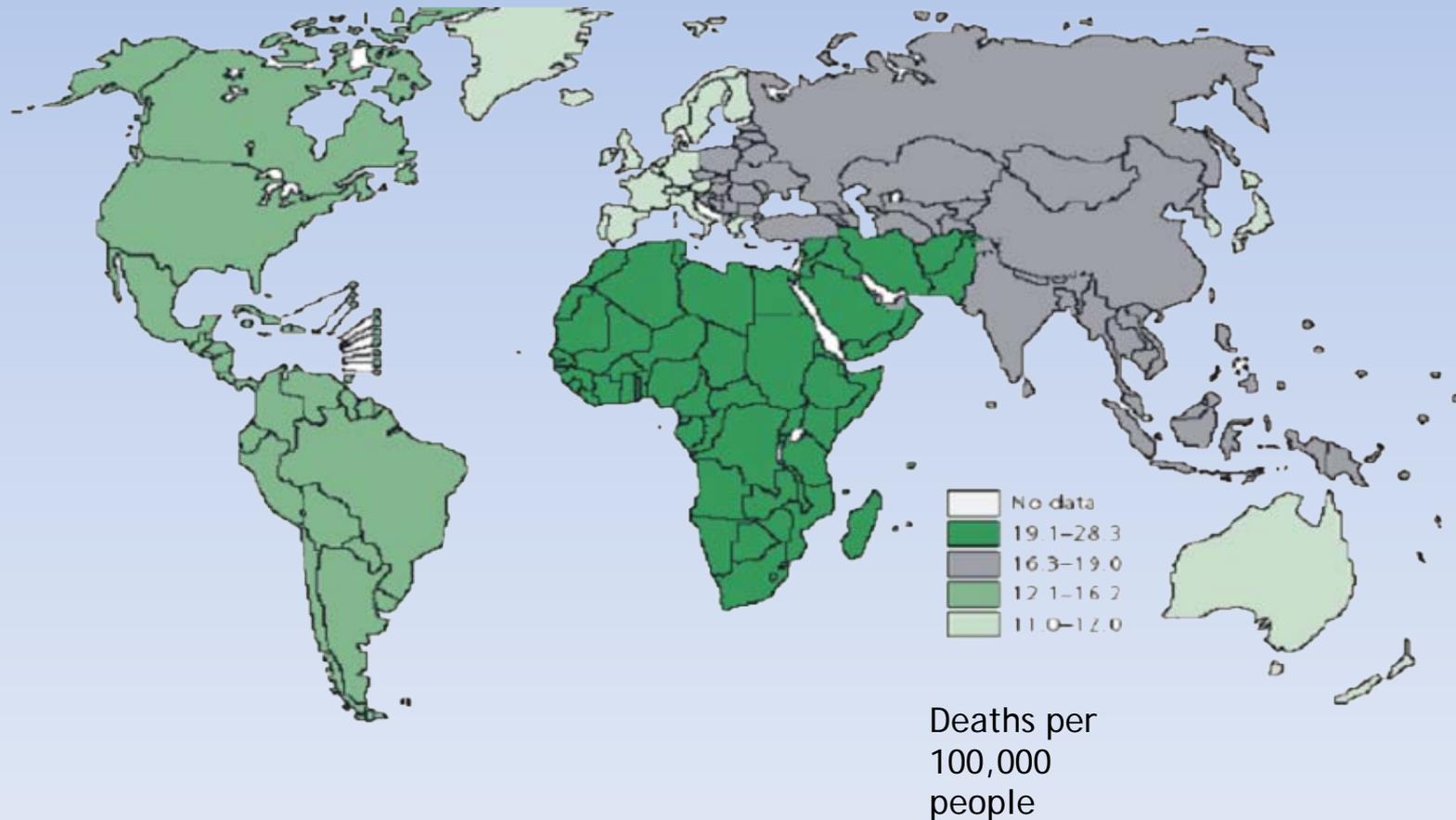
Liquor stores  
Vacant buildings  
and lots  
Rundown  
buildings  
Level of litter

Visibility  
Bus shelters  
Street traffic  
Pedestrian  
presence

Lower crime rates

# Improve roads to reduce traffic injuries in developing countries

Road crashes kill an estimated 1.2 million people and injure up to 50 million people annually, disproportionately affecting the poor.



# Conclusions



# Transport must address separate urban and rural challenges

- Both urban and rural areas need to address existing transport challenges urgently
- Bringing balance to rural development will also foster reduced migration
- In urban context, sidewalks, cycle lanes and good public transport are best to improve accessibility of all urban residents



Thank you!