



WIIT Paris 2014 : Women's Issues in Transportation

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

TRANSPORT, DEVELOPMENT AND GENDER

JULIE BABINARD, SR. TRANSPORT SPECIALIST, WORLD BANK

MASTER CLASS

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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

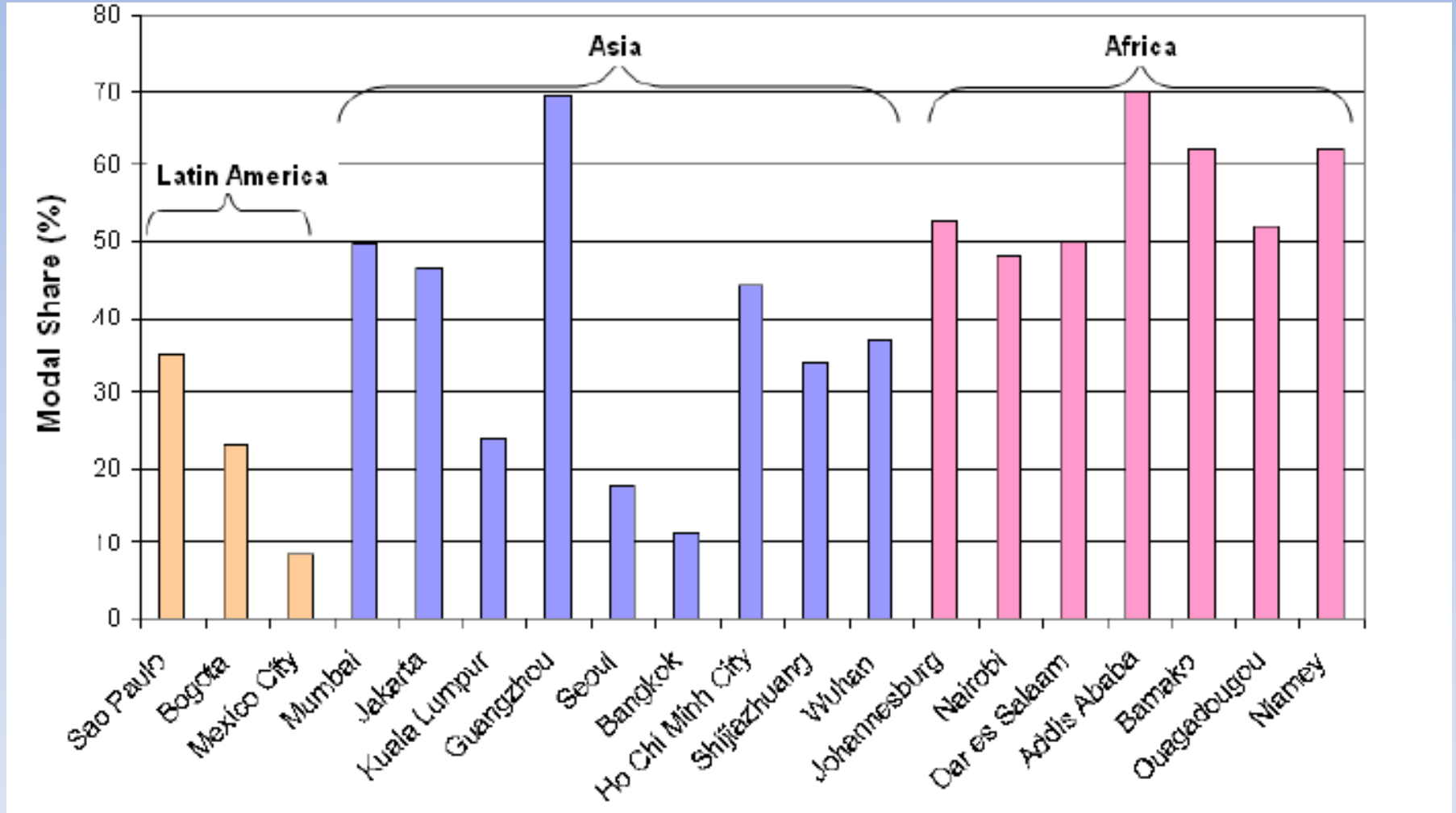


What are today's transport challenges ?

URBAN AREAS



Transportation does not necessarily mean cars



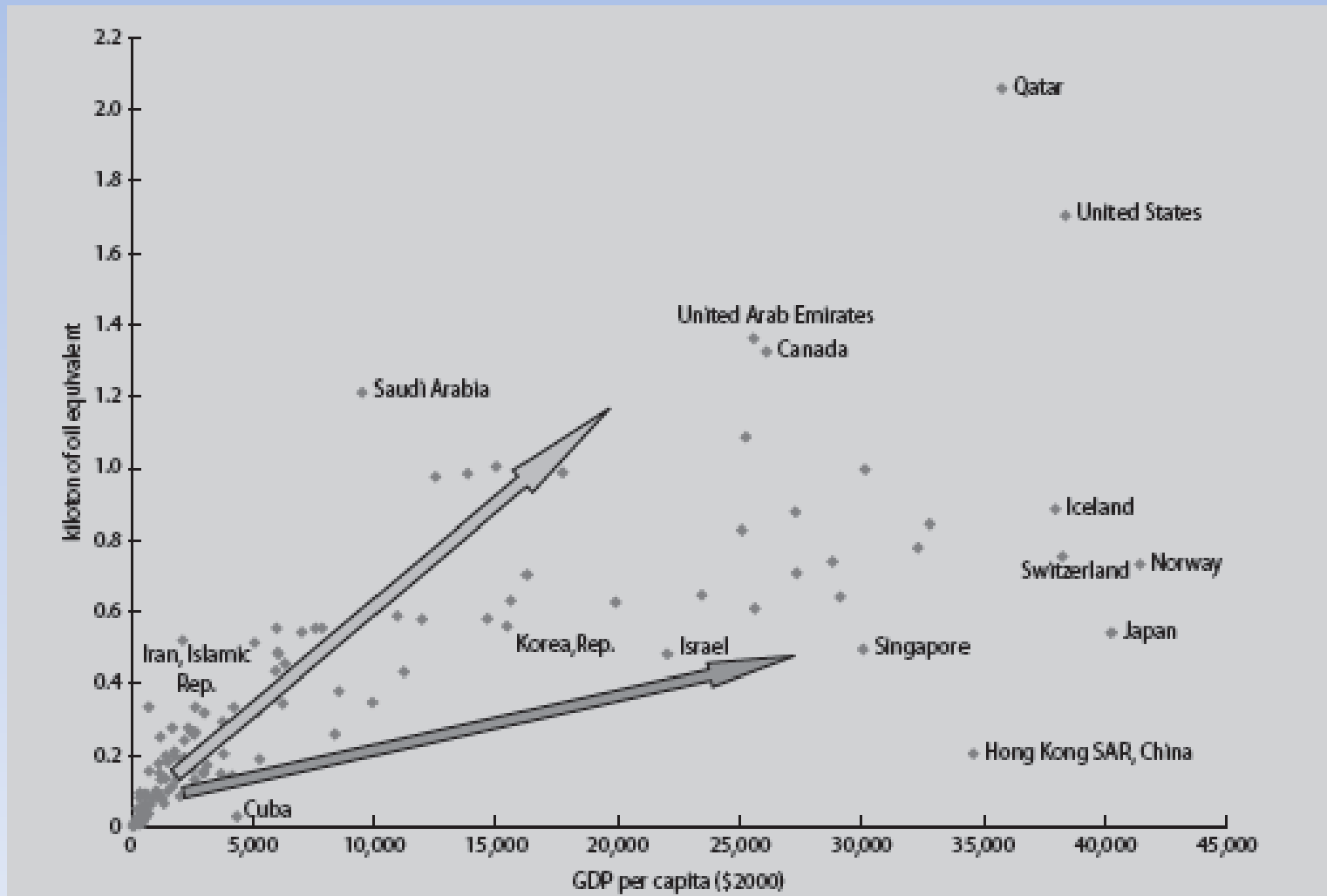
Source: World Bank 2008



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

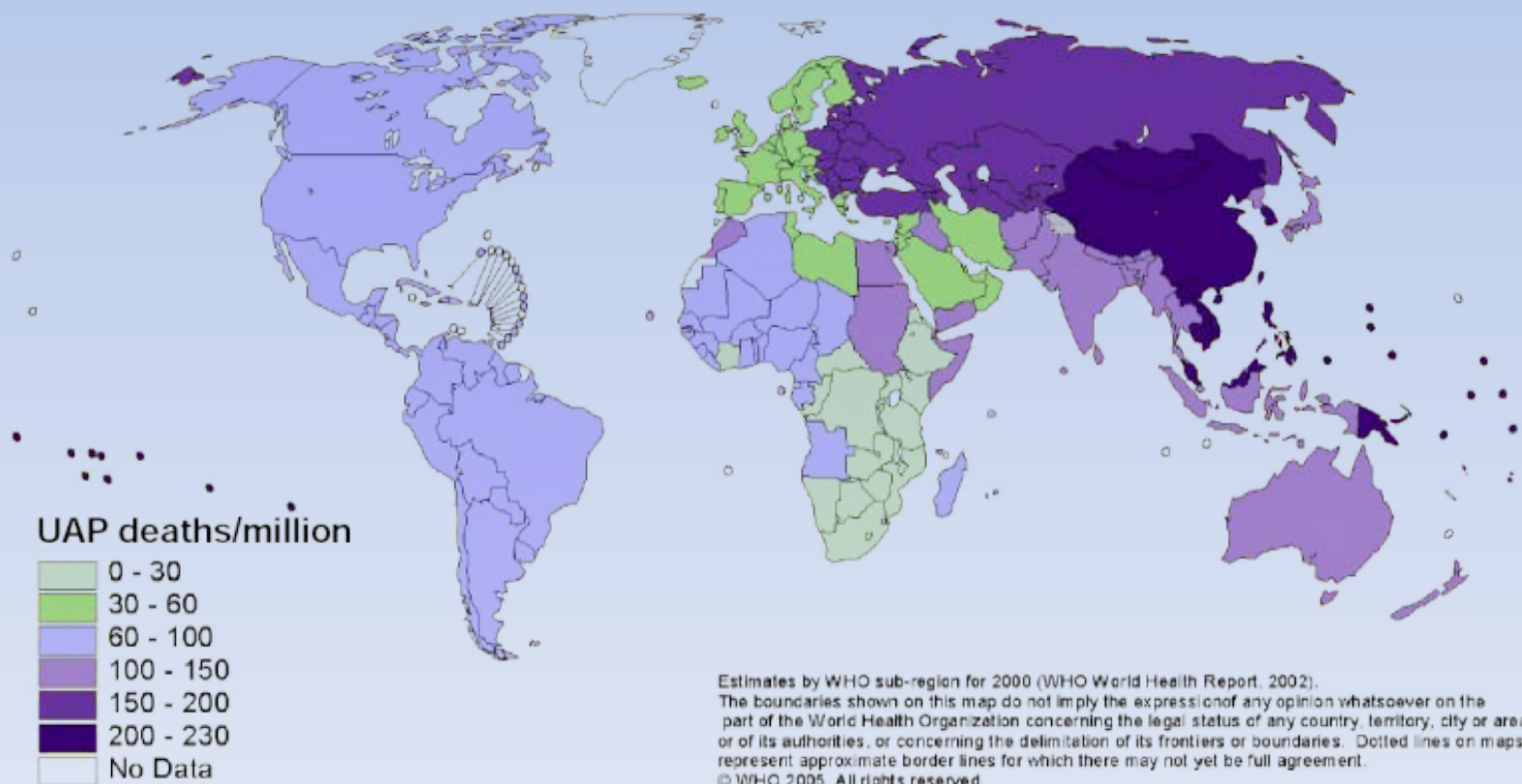


Mexico



... 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



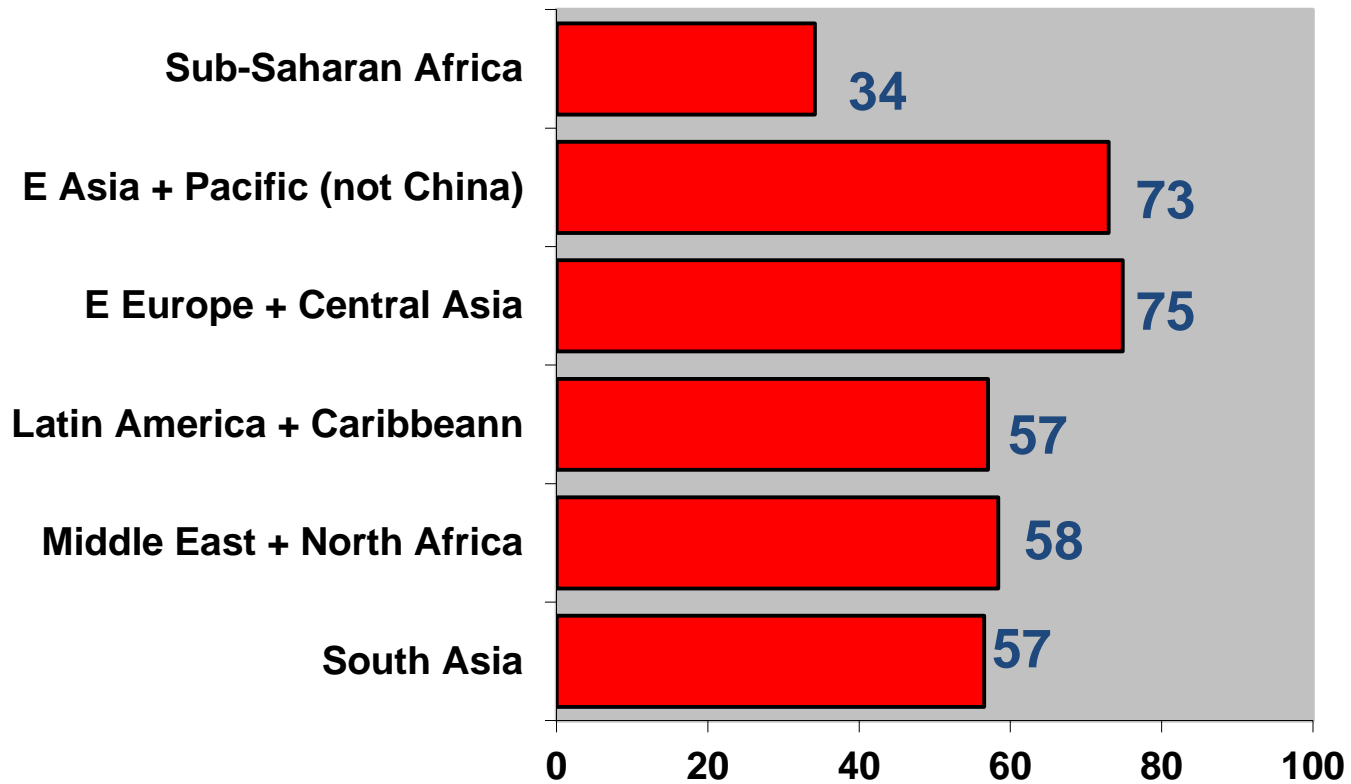
Access is an issue for the rural poor



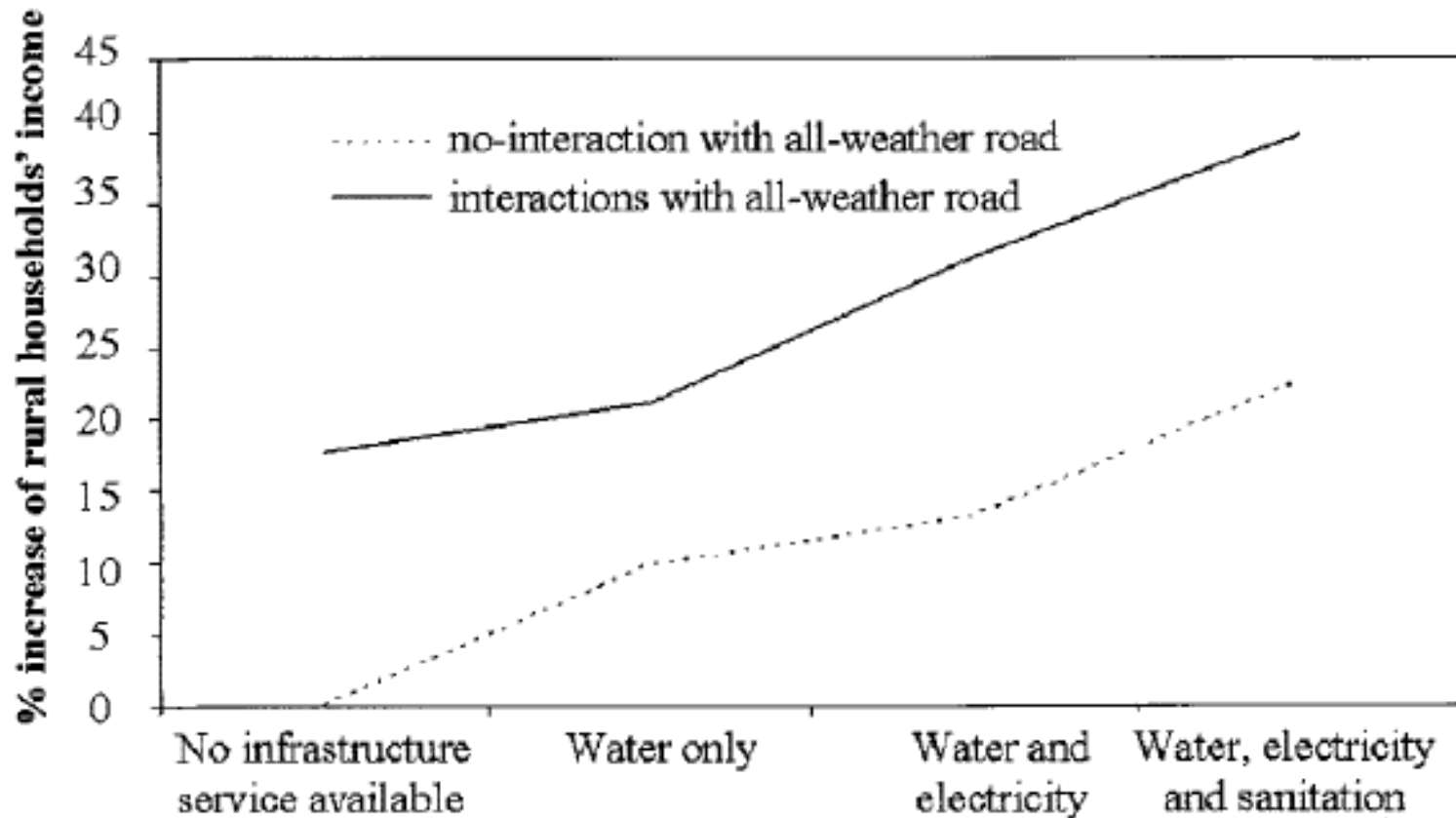
In the poorest countries, roads often carry over 80% of passenger-km and over 50% of freight-ton-km, but one billion people (or 40% of the rural population) don't have access to an all-weather road.

Lack of rural access varies by region

Rural Access Index - Regional

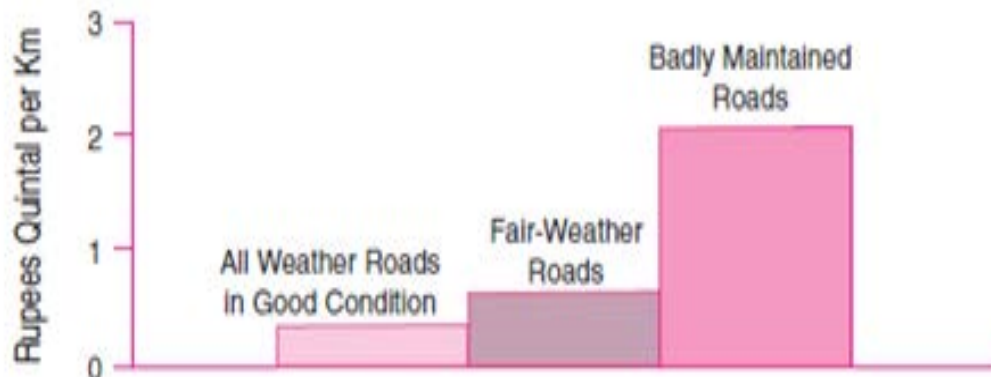


Poor rural transport access has an impact on delivery of other rural utility services

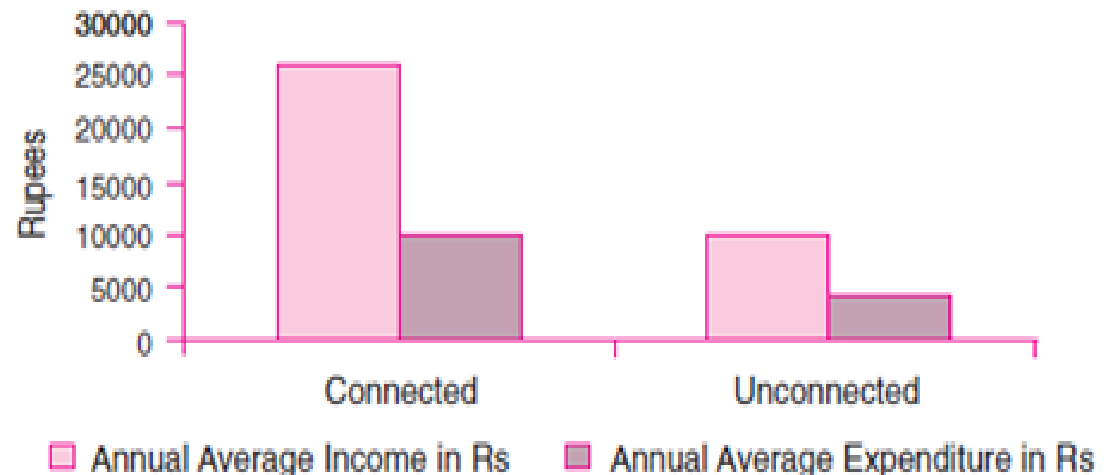


Poor access to transport also impacts trade and income

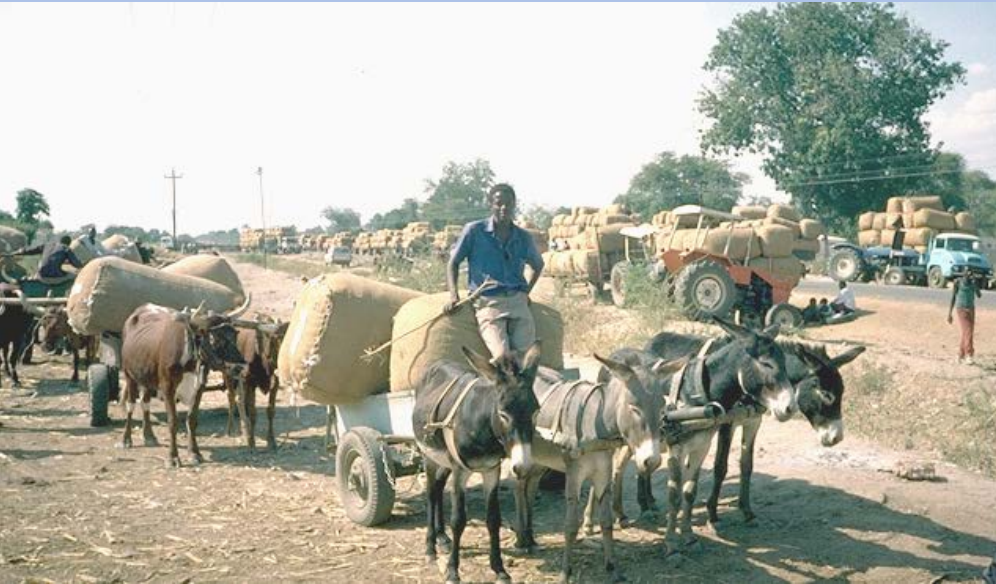
Average Goods Transportation Cost



Annual Average Income and Expenditure per Household



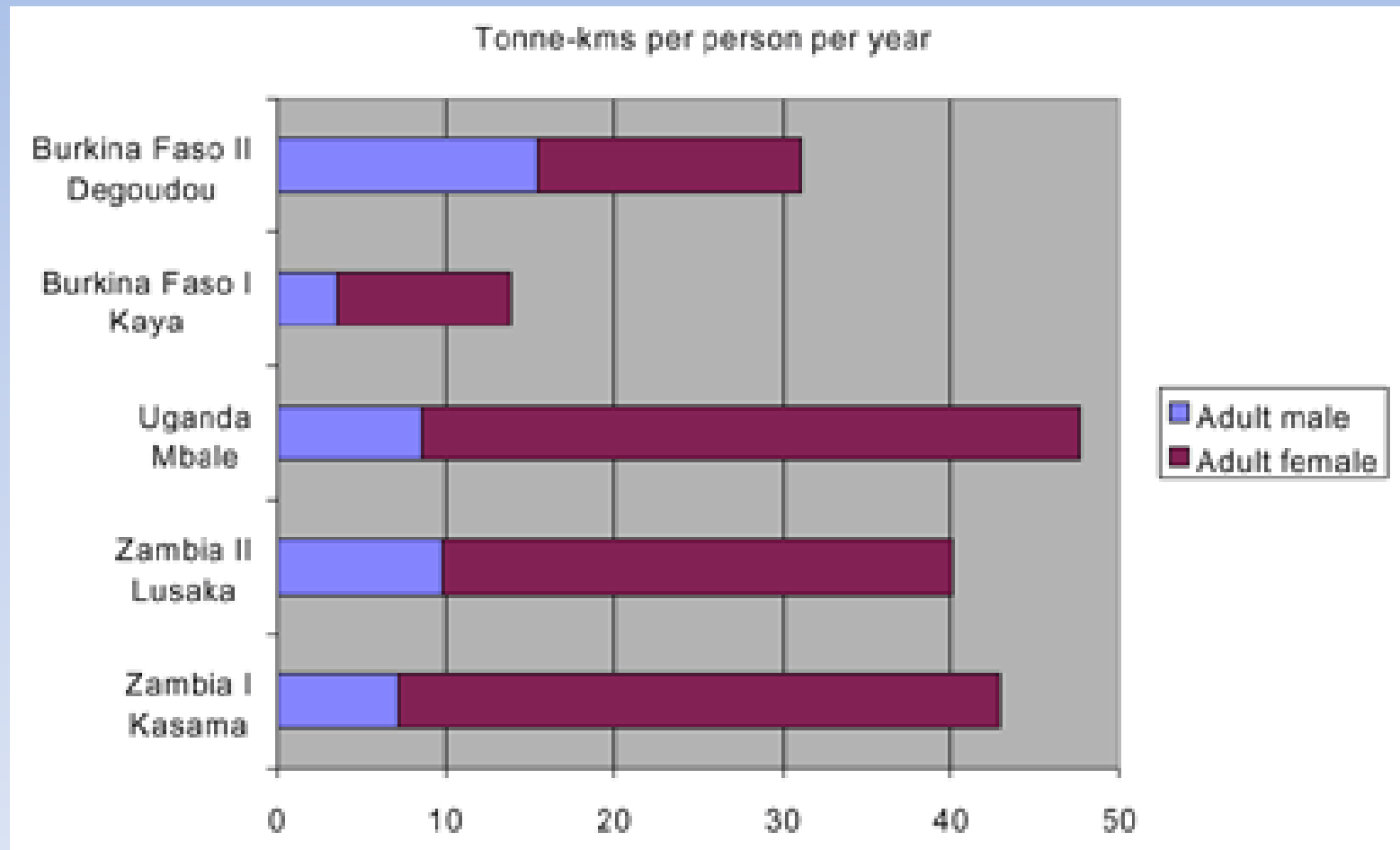
The role of the road is less important when you do not have access to a car



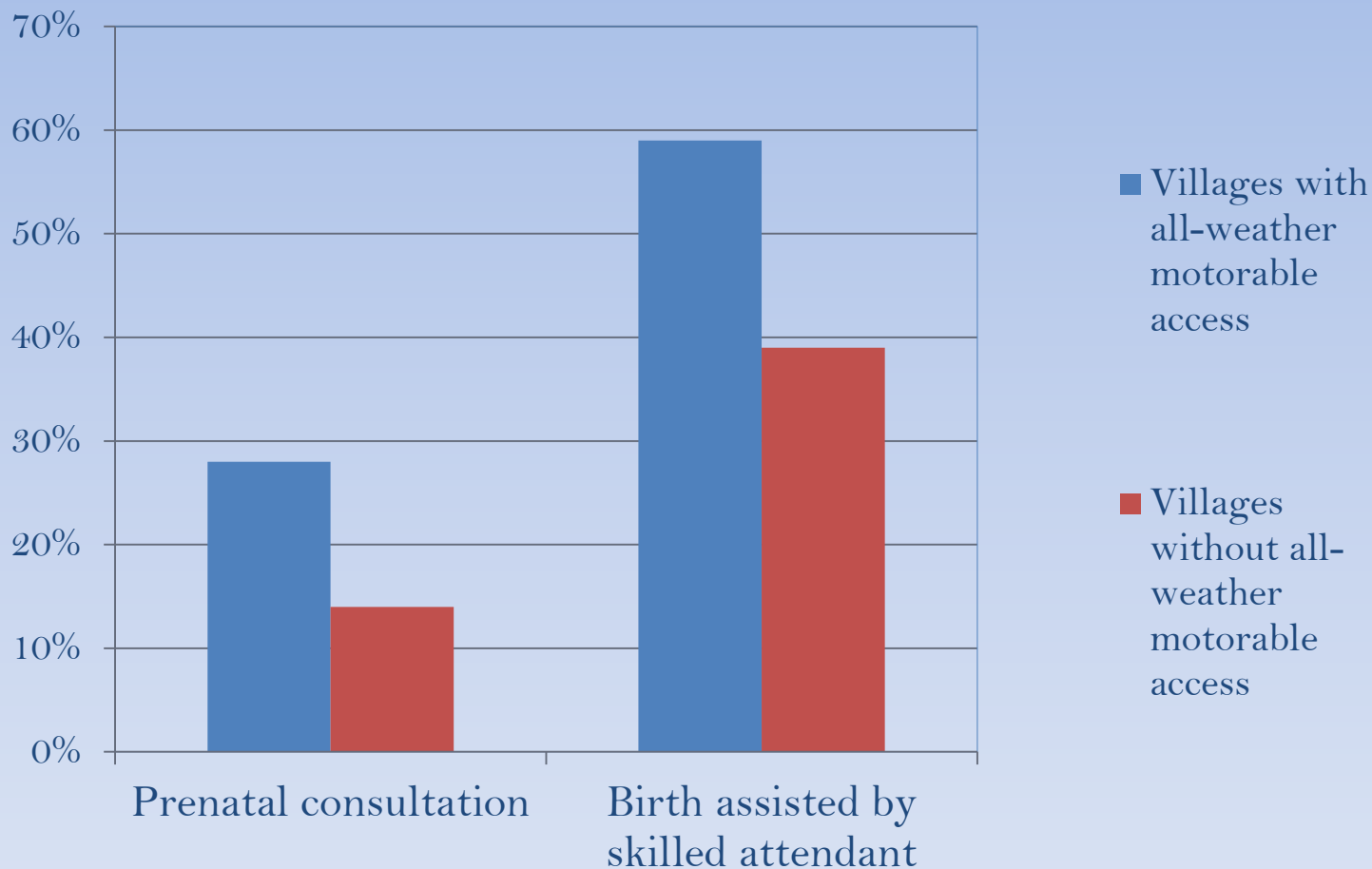
But lack of access to efficient transport service in rural areas has greater impact on women



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

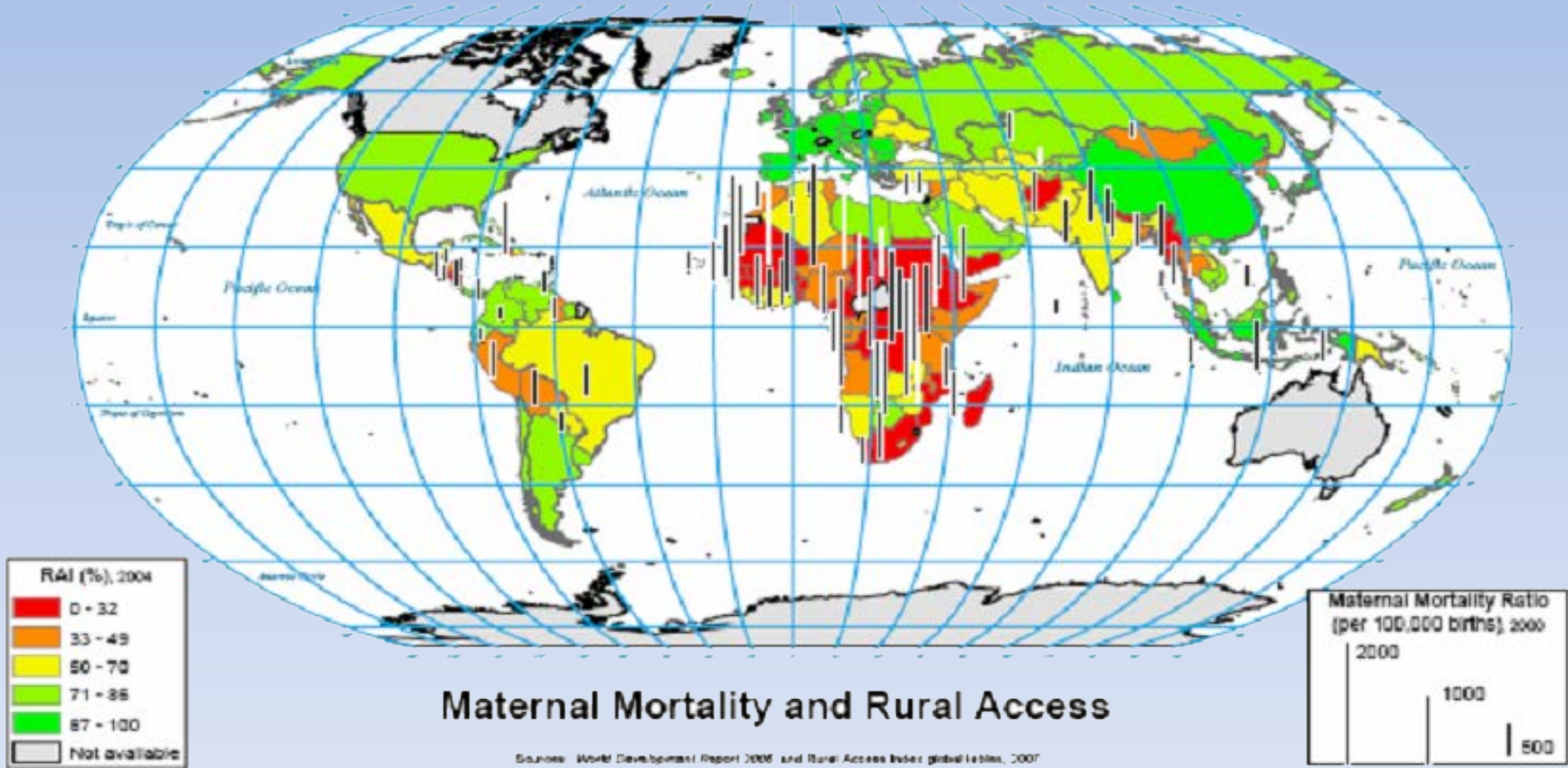


Women's transport access gives greater access to maternal and pediatric health care



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

99% of maternal deaths occur in developing countries

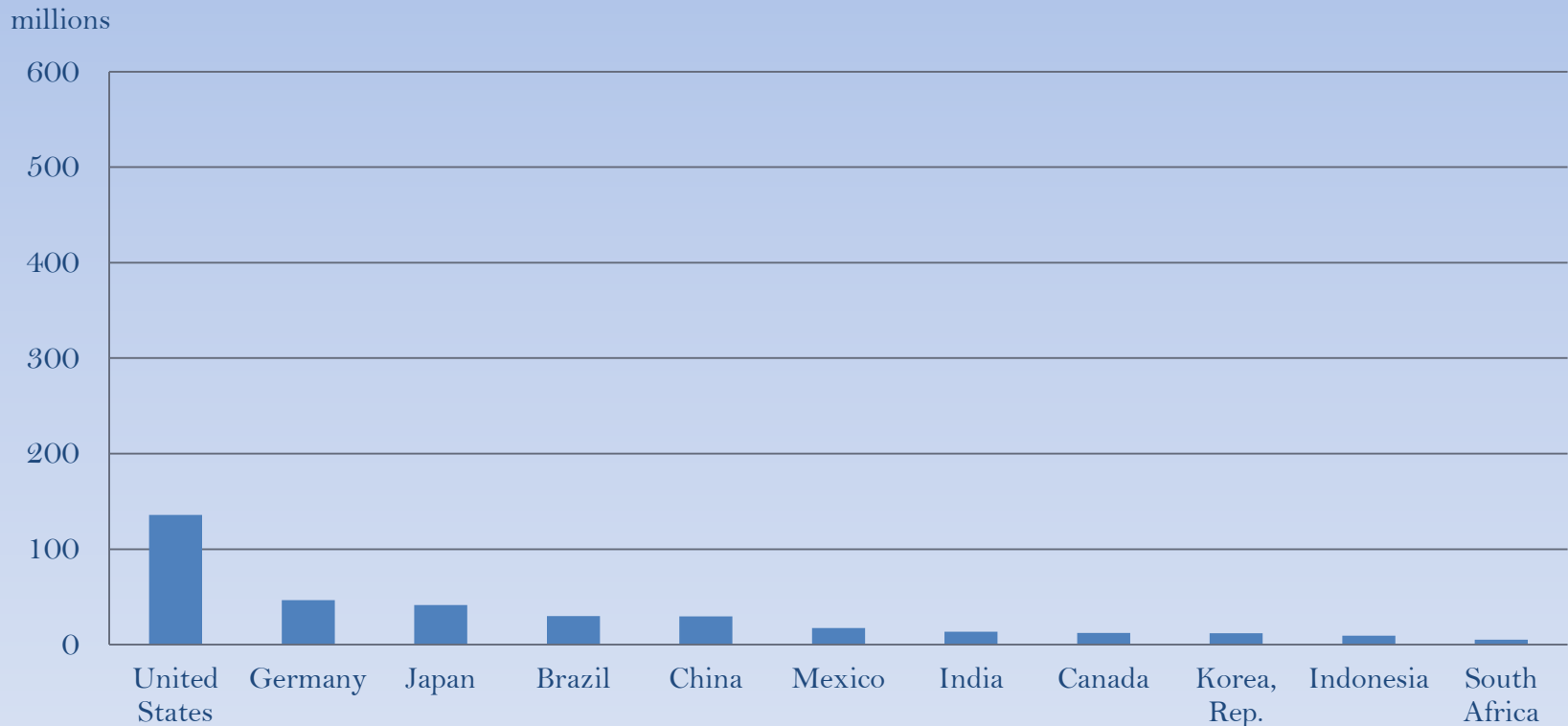


But transport challenges can get worse...



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

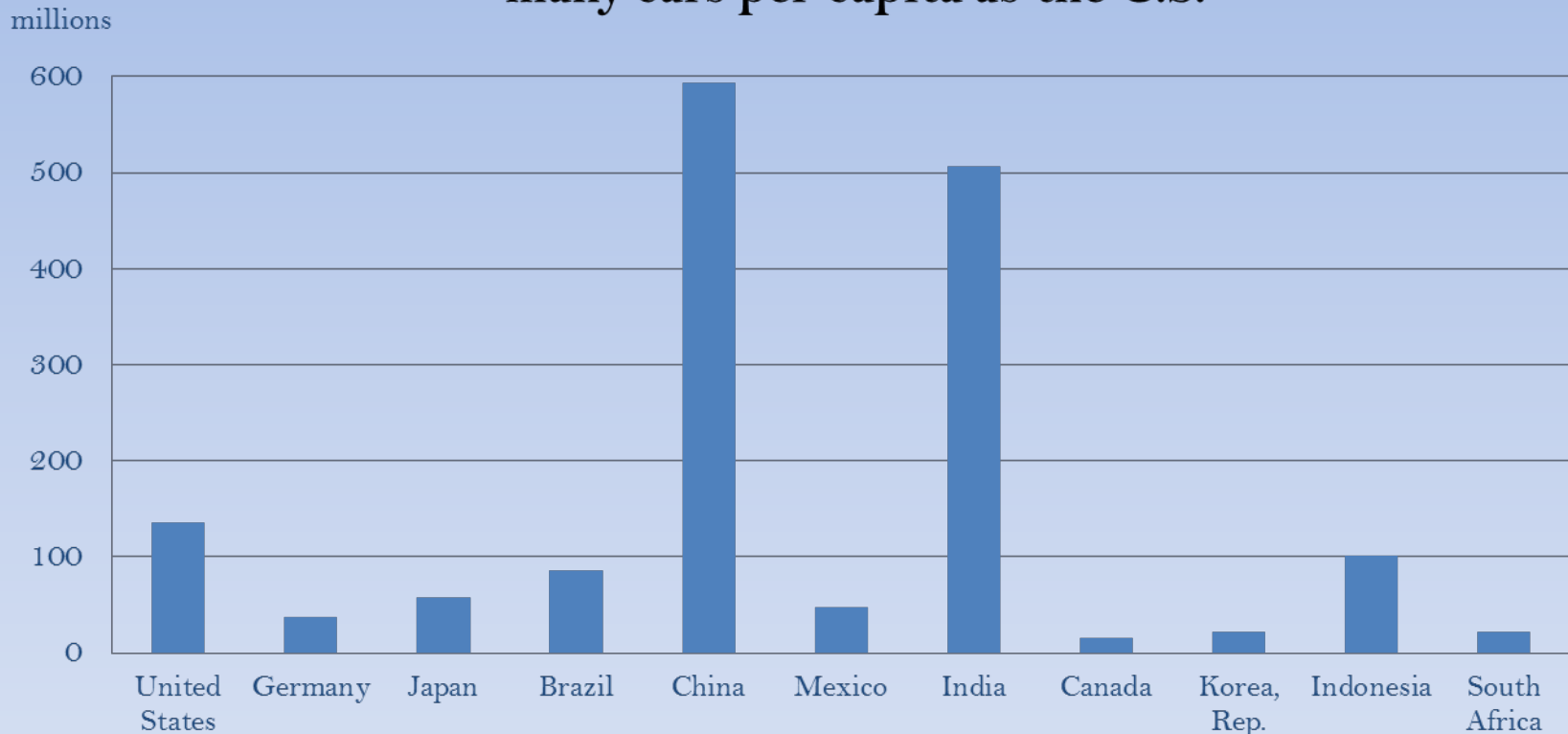
Total number of cars by country (2007)



Source: World Development Indicators

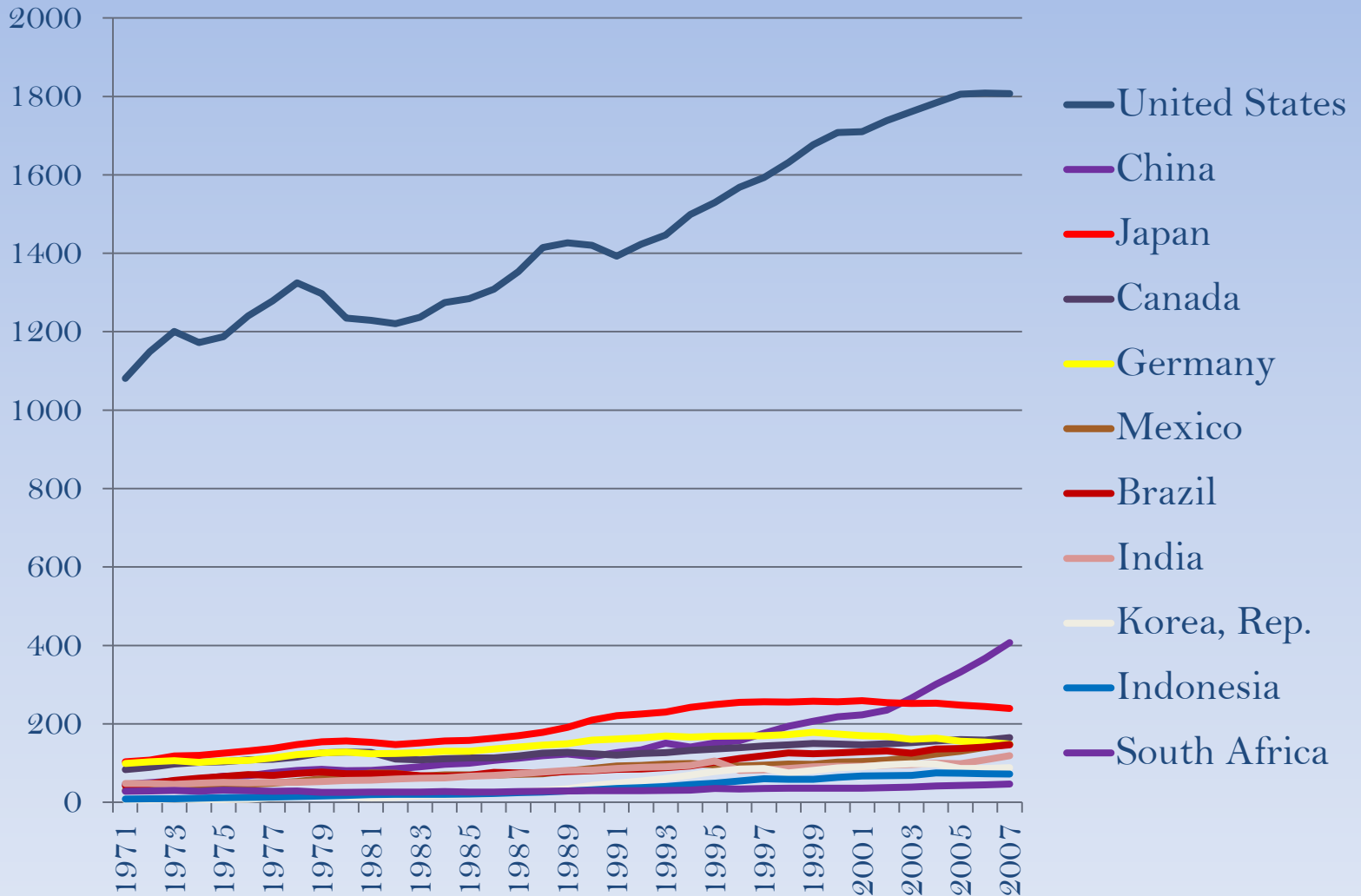
But the future would be unsustainable if all countries had as many cars per capita as the U.S.

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

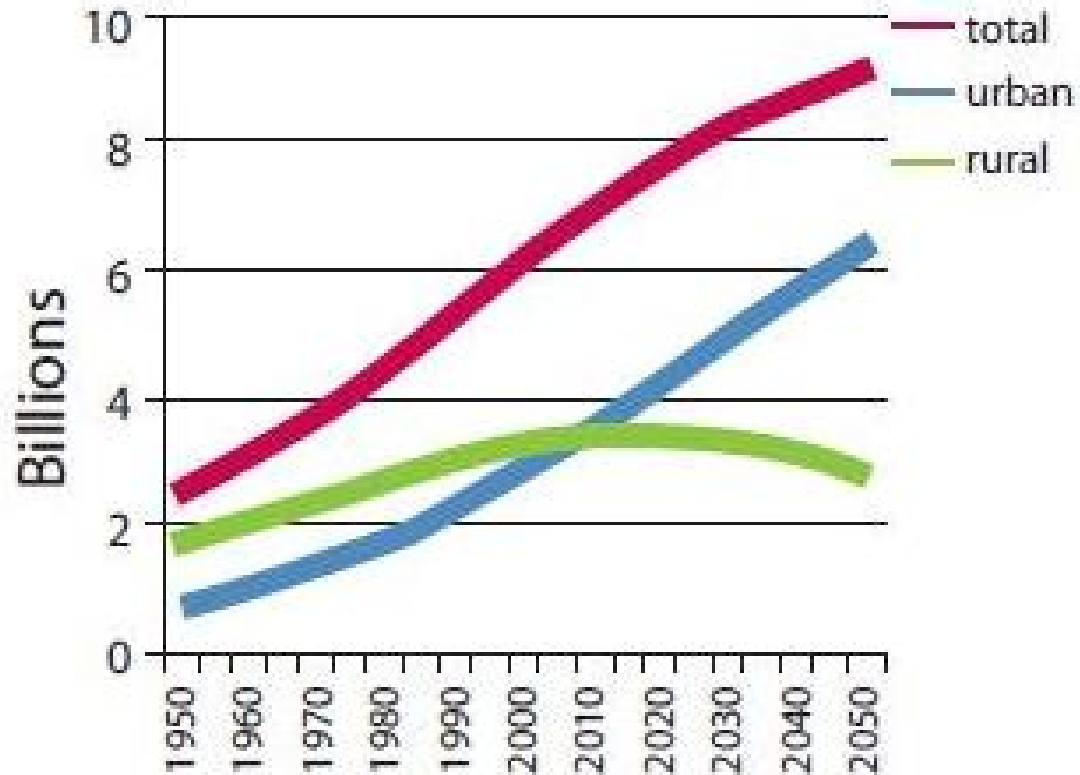


...is still dwarfed by U.S. transport emissions

Emissions of CO₂ from Transport (MtCO₂)



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

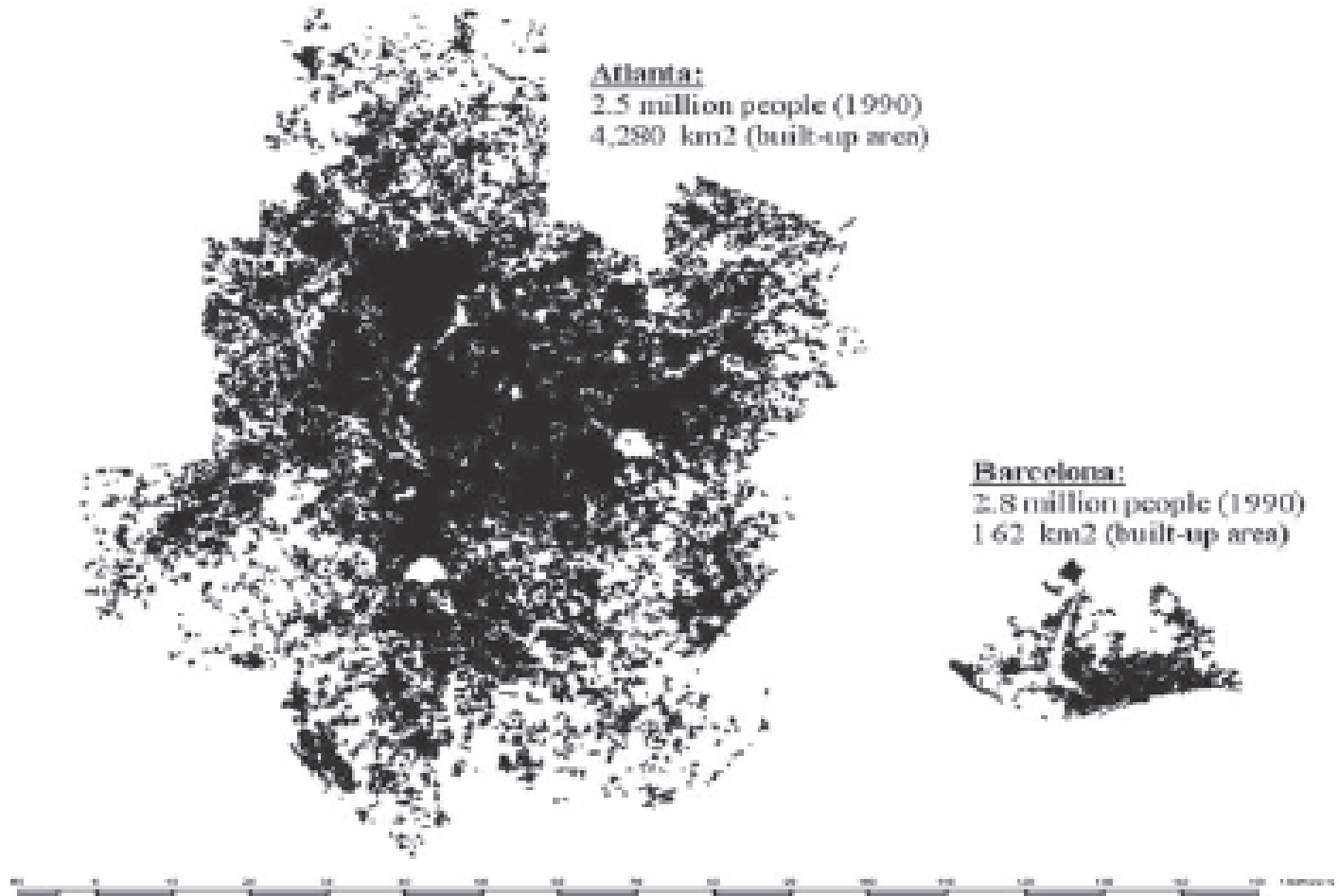
- People migrate from rural areas to urban areas in search of a livelihood
- Cities often left without resources and capacity to meet housing and infrastructure needs
- And poor transport system can lead to live close to places of work – most often in slums, with very poor living conditions



So how to equip transport for better development?



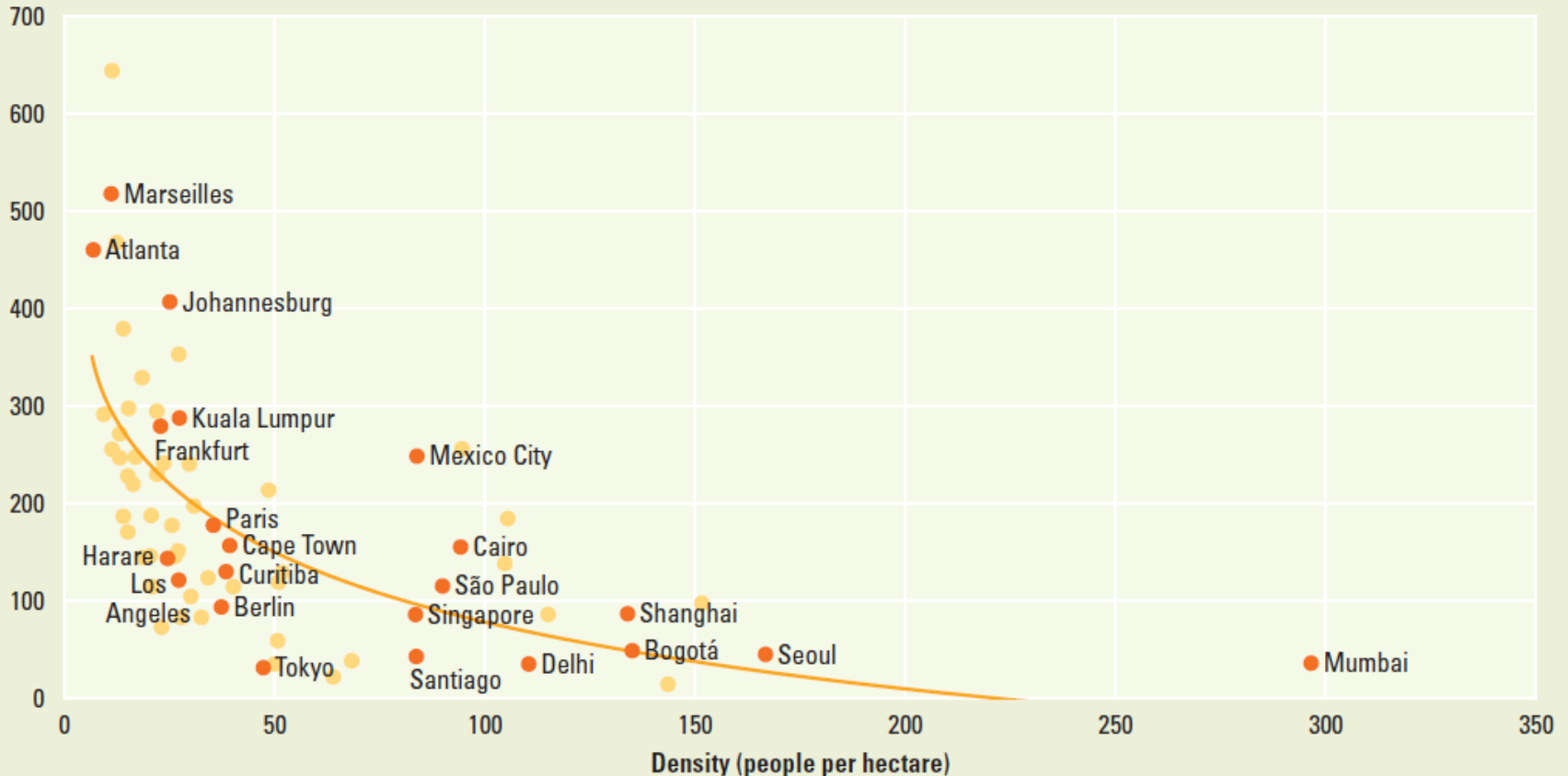
Growing cities must plan with transport consideration



Ensure that demand for transport is energy efficient

Emissions from transport are much lower in denser cities

Individual emissions from transport (kg per capita)

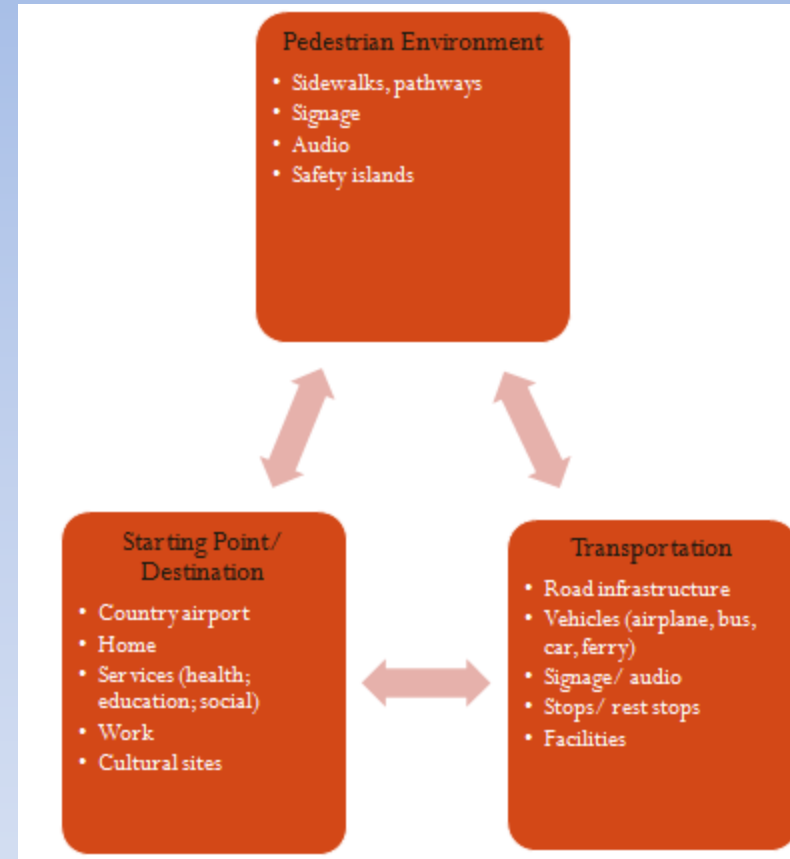


Source: World Bank 2009b.

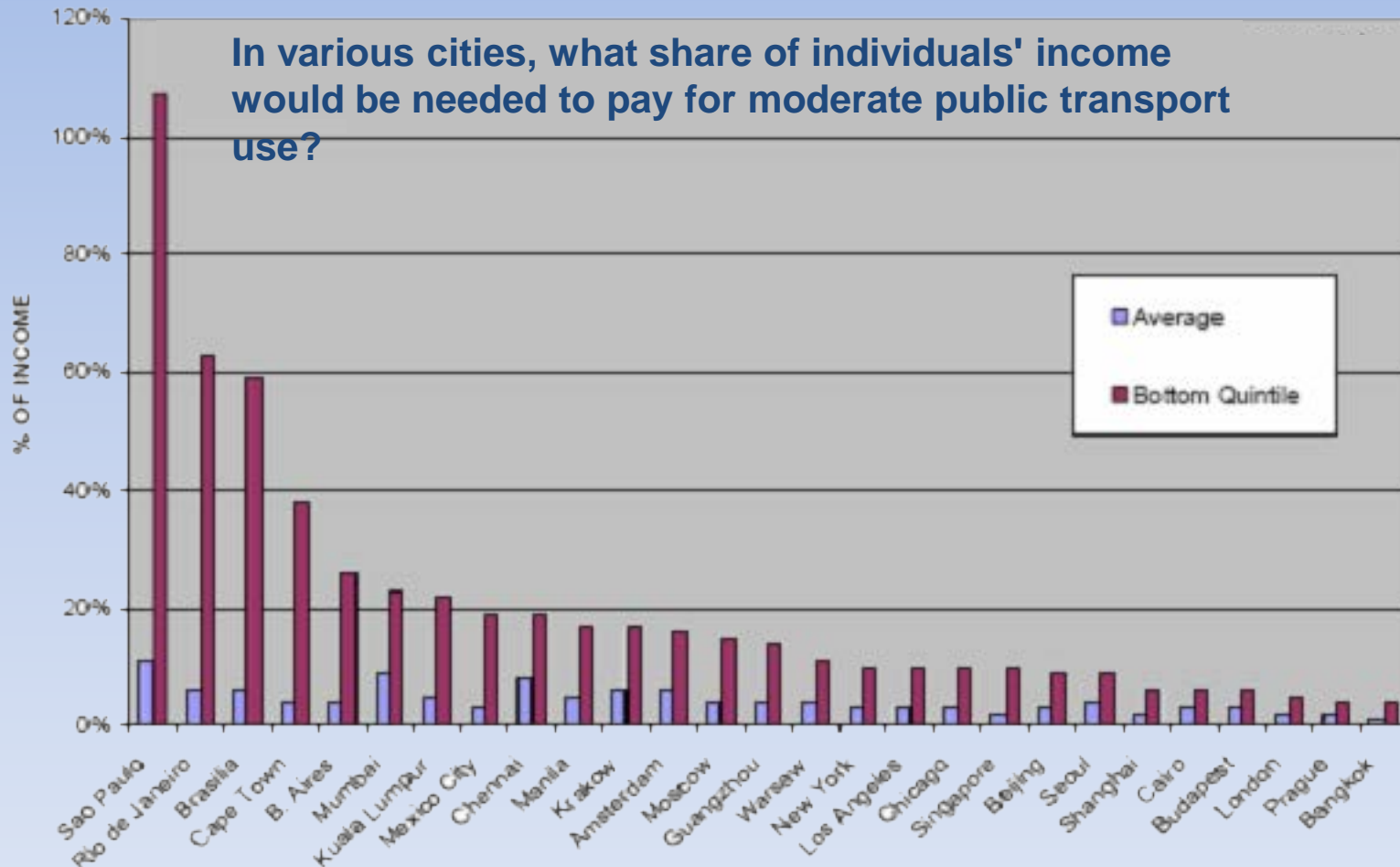
Note: The figure does not correct for income because a regression of transport emissions on density and income reveals that density, not income, is a key factor. Data are for 1995.

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

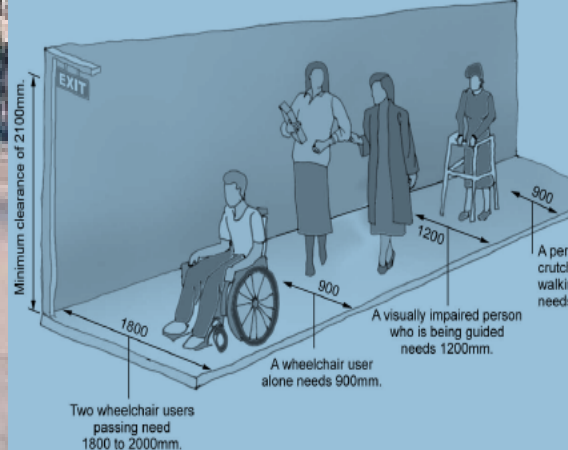
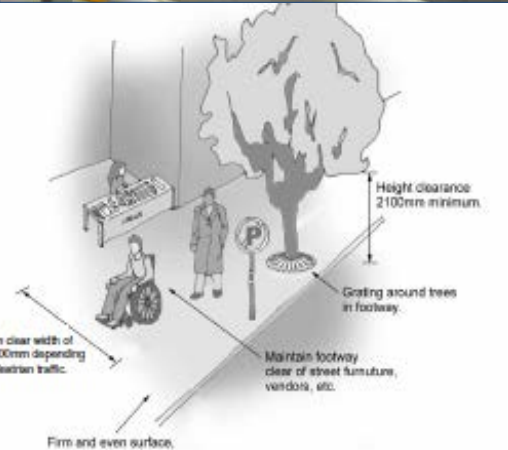


And public transport must be affordable for the urban poor



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

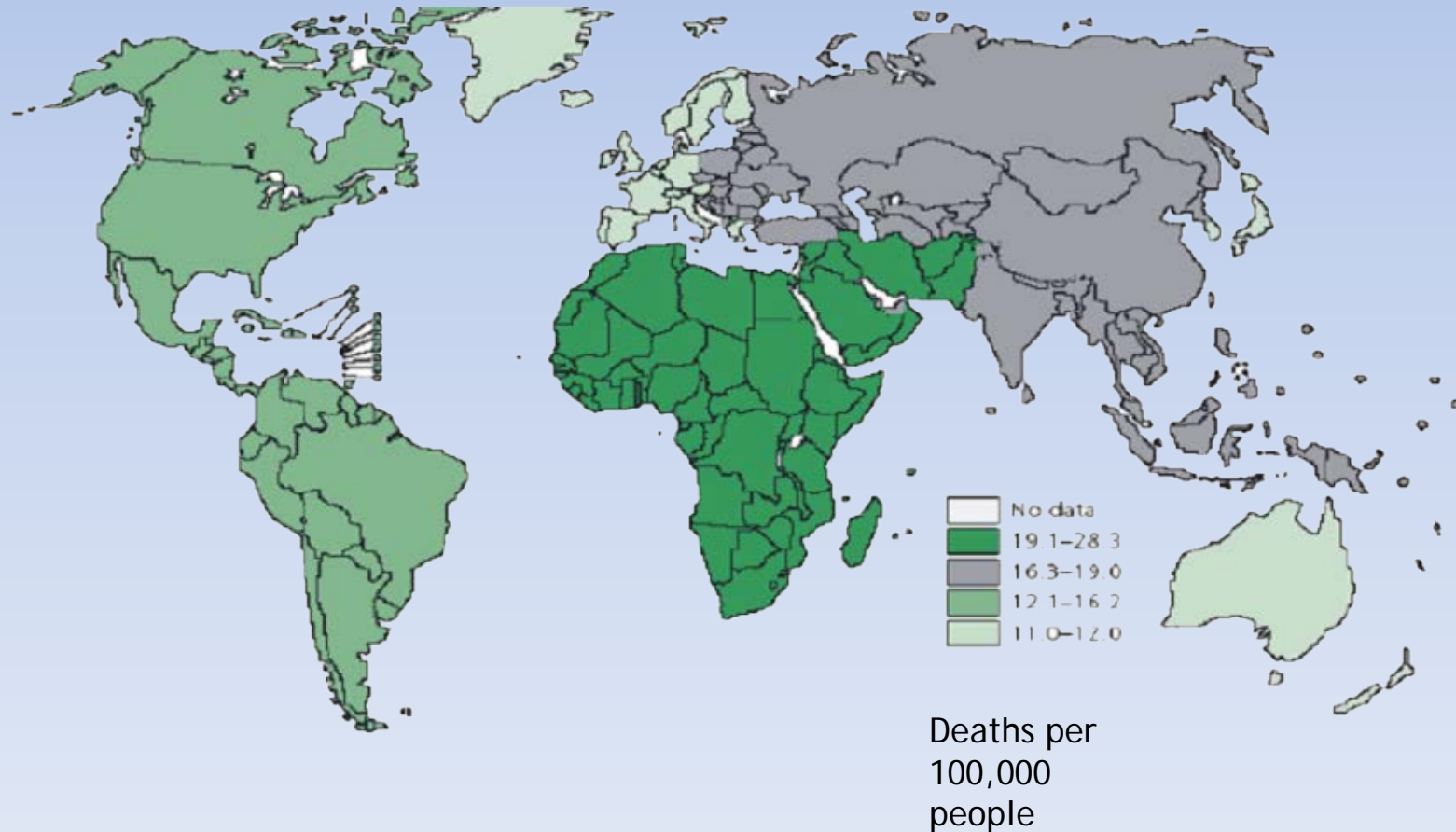
Liquor stores
Vacant buildings
and lots
Rundown
buildings
Level of litter

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!