



Role of rural transport and accessibility for poverty eradication and livelihood security

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14 July 2017



Research for Community Access Partnership (ReCAP)

- 6-year, UKAid funded research programme (2014-2020)
- Sub-Saharan Africa (AfCAP) and South Asia (AsCAP)
- Looking into rural road infrastructure and transport services and cross cutting issues
- Providing evidence for low-cost, sustainable solutions to improve rural access

Rural transport and poverty eradication

- Rural access: principal physical facility to connect rural communities to principal road/waterway network
- Components:
 - rural transport infrastructure
 - mobility
- Poor rural transport condemns the poor to stay disconnected and poor

Rural accessibility and poverty eradication

- Clear evidence from historical and current data that rural access is an important driver of poverty alleviation:
 - All-season road access can reduce incidence of rural poverty with 7 percent points (Ethiopia; South Asia)
 - Strong correlation between poverty and lack of accessibility of the population to an all-season road (within 2km)

Livelihood security through improved rural transport and accessibility

- Benefits of improved rural access:
 - Promotes expansion of the agricultural sector
 - Promotes gender equity
 - Health impacts generally positive
 - Increase in services, enterprise and employment, income and consumption
 - Reduction of transport costs, freight rates, vehicle operating costs, travel times, higher traffic volumes

Holistic approach needed

- Improvement in rural road networks and rural transport services are key drivers of socio-economic development but are by no means the whole solution
- Parallel improvement needed in other (social) infrastructure, such as markets and schools

Thank you for your attention

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