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Improved Accessibility to Essential Utilities and Services

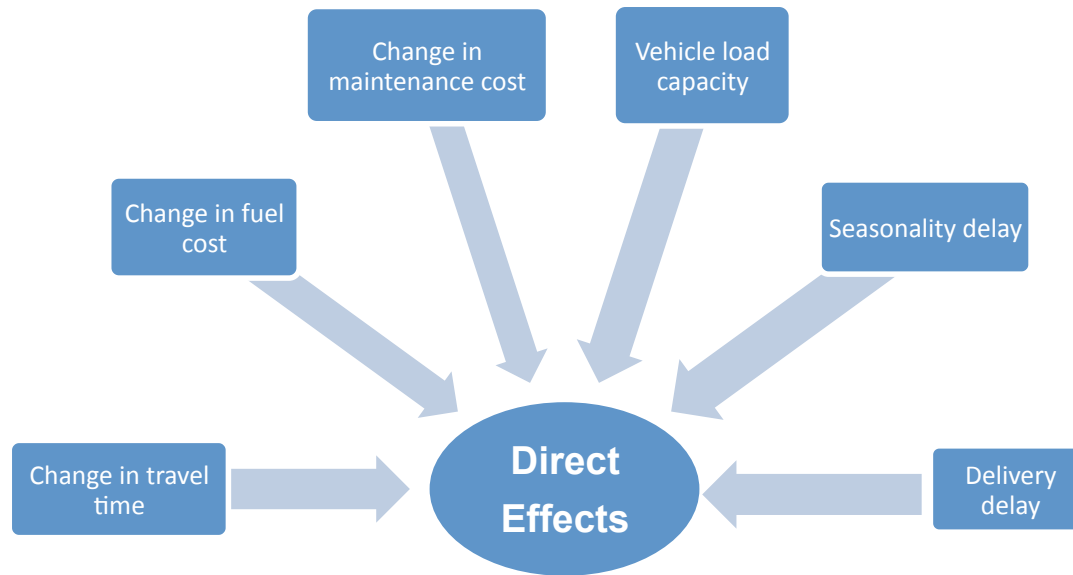
***A critical Need for Communities
in Emerging Asia***

Outline

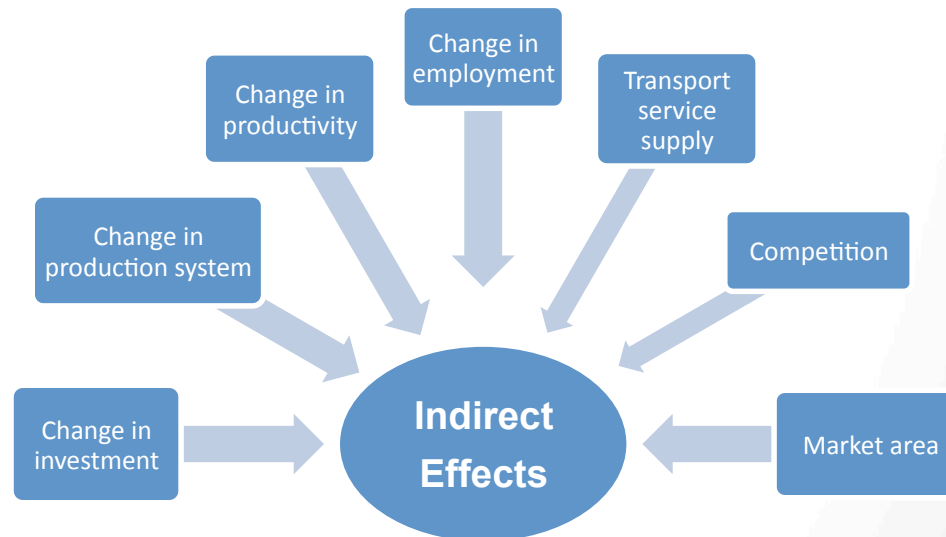
- **Accessibility and Development**
- **The Rural Communities**
 - **Current Status and Main Issues**
 - **Good examples of Improved Accessibility**
 - The Philippines
 - China
- **The Urban Poor**
 - **Current Status**
 - **Main Issues**
- **Policy Recommendations**
 - **For the Rural Communities**
 - **For the Urban Poor**
- **Conclusion**



Accessibility and Development



Direct Effects Enable the Reorganization of Indirect Effects



*Direct and Indirect Effects in the Form of Improved Accessibility
(Source: Self-elaborated)*

The Rural Communities



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A Remote Rural Community in Thailand

(Source: <http://newsoffice.mit.edu/2014/how-health-care-plan-quickly-lowered-infant-mortality-0430>)

The Rural Communities

Current Status and Main Issues

- **Lack of Physical Access**
 - Scarcity in all-weather road access or no access at all
 - Unpaved and may be impassable during the rainy season

- **Rural Road Maintenance**
 - Not properly maintained due to poor implementation
 - Repair cost increased the already overburdened maintenance system

The Rural Communities

Benefits of Improved Accessibility

- The Philippines: A case study on the influence of a 63km road project in 1995 in a fishing village

Impacts of the Road Project

Both vehicle operating costs and travel time decreased considerably

Fuel consumption declined, on average, by 35%

Maintenance costs reduced by 44%

Travel time reduced by 40%

Delays almost disappeared

The road became passable throughout the year

Uncompetitive production system of a fishing oligopoly collapsed

Fishing sector-related groups increased income considerably

(Source: Olsson, 2009)

The Rural Communities



- **China: Quantified the effects of rural infrastructure on growth and poverty reduction in rural China between 1970 and 1997 (Fan et al., 2008).**

Region/Road Level	High Grade Road (number per million RMB)	Low Grade Road (number per million RMB)
Average	49.95	900.53
North	83.09	1,872.96
Northeast	22.76	317.41
Northwest	93.91	737.02
Central	56.14	1,567.39
South	12.45	470.77
Southeast	16.08	1,020.06
Southwest	162.08	4,819.21

Note: Returns in Rural Poverty Reduction to Road Investment, 2001
(Source: Fan et al., 2008)

The Urban Poor



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Dharavi slum, Mumbai, India

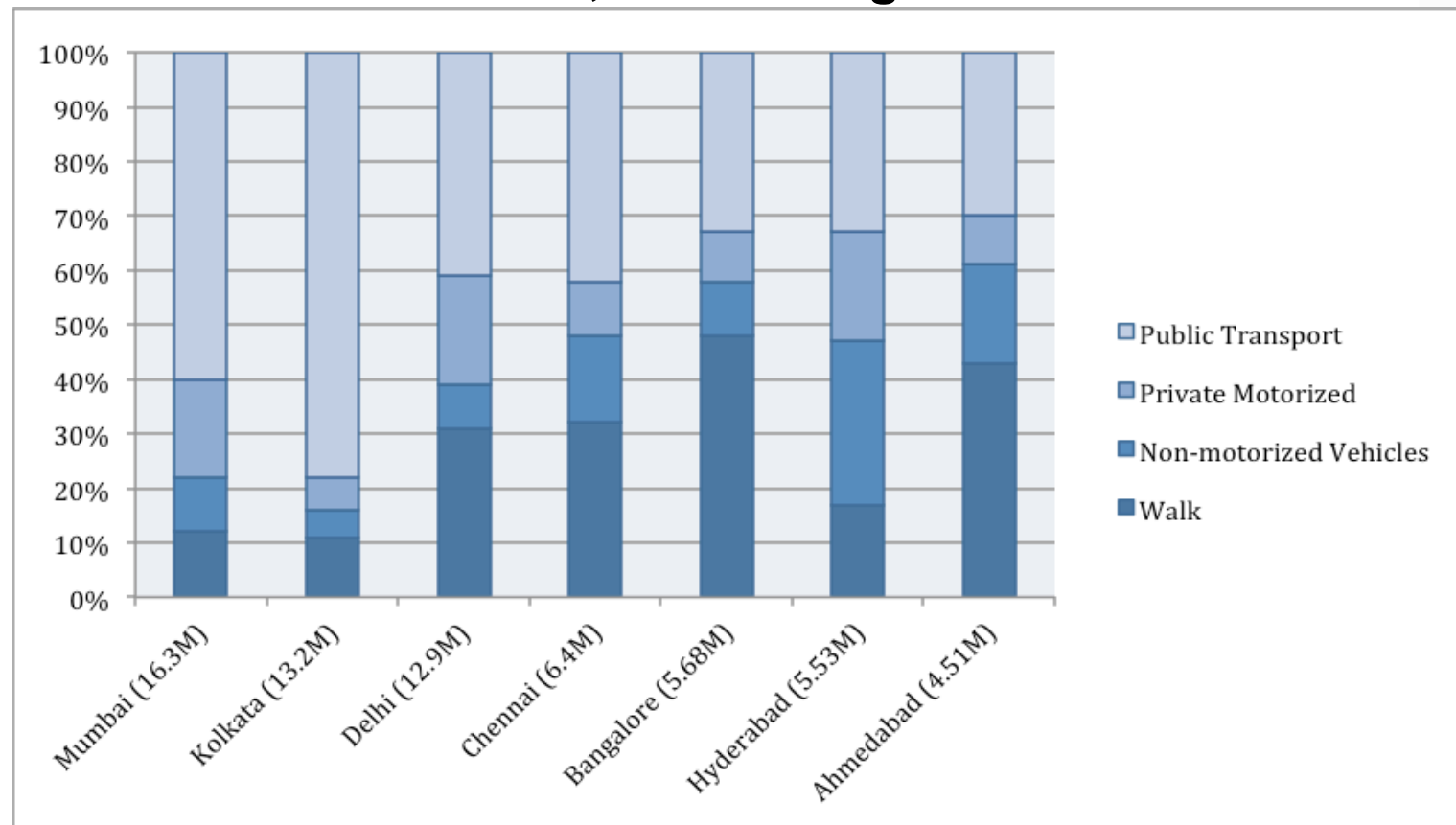
(Source: <http://es.wikipedia.org/wiki/>

Archivo:Dharavi_slum,_Mumbai,_India_-_20081220.jpg)

The Urban Poor

Current Status

- **Walking Being the Predominant Mode**
 - **E.g. Walking and cycling are most important modes in smaller Indian cities, accounting for over two-thirds of**



(Sources: Pendakur, 2002; World Bank, 2002)

The Urban Poor



Current Status

- **Longer Travel Time**
 - Travel time decreases as income increases
 - Constrains employment opportunities, recreational activities and social facilities
- **Expenditure on Transport**
 - Poor families spent a higher proportion of their income on travel

The Urban Poor



Main Issues

- **Policy Distortion for Meeting the Needs of an Elite Minority**
 - Policies generally focus on serving the needs of an elite minority

- **Disproportionate Share of External Costs**
 - Less protection against traffic impacts
 - Overcrowded housing
 - High levels of air pollution, noise, congestion, and traffic danger

The Urban Poor

Main Issues

- **Less Priority to Cycling and Walking**
- **Road Safety: Vulnerable road users sustain a vast majority of the fatalities in Asian Pacific countries**

Percentage Distribution of Road Traffic Deaths by Type of Road User.

Country/ Mode	Cyclist	2/3-Wheeler	Other
Thailand	3	73.5	2.5
Malaysia	2.8	58.7	3.4
Lao PDR	1.3	74.4	3.4
Indonesia	1.7	35.7	35.4
Cambodia	5	12	3
Bangladesh	4	11	2
Pakistan	0	38.6	4.4
India	4.6	32.4	38.7

(Source: WHO, 2011)

Policy Recommendations

For the Rural Communities



- **Establish warehousing, buffer stocks (food, drugs, etc.), cold storage facilities, and hostelling**
- **Use ropeways in the context of certain countries**
- **Bring essential services to the communities**

Policy Recommendations

For the Urban Poor

- **Focusing On the Modes Used By the Poor**
- **Integrated Approach to Transport Planning**
- **Participation in Transport Planning**
- **More attentions to Sustainability and Environmental Issues**
- **Promote Road Safety**
- **Implement Low Cost Strategies**



Conclusion



The Rural Communities

- **Primary accessibility issues reorganized include:**
 - **Severe scarce of physical access**
 - **Insufficient and inadequate road maintenance.**
- **Policy recommendations take a multidimensional approach, such as:**
 - **Establish warehousing, buffer stocks, cold storage facilities, and hostelling**
 - **Bring the essential services to the communities.**

Conclusion



The Urban Poor

- **Accessibility challenges are characterized by:**
 - Policy Distortion for Meeting the Needs of an Elite Minority
 - Disproportionate share of externality costs
 - Less Priority to Cycling and Walking
 - Under-promoted road safety
- **Proposed policy initiatives include:**
 - Focus on the modes used by the poor
 - Integrated Approach to Transport Planning
 - Participation in Transport Planning
 - Implement a set of low cost strategies