



Rural transport and access to education in developing countries: policy issues

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Rural children in developing countries face many problems in getting to and staying in school. In addition to well-known social and economic factors, distance-related obstacles to schooling are very important but surprisingly disregarded in the available literature. This paper analyzes the present situation in rural Brazil and specially in the state of São Paulo, where a large rural school transport system has been operated since the 1960s. The analysis considers mainly policy issues as a guide to the provision of rural pupil transport. The analysis considers also the advantages and limitations of different strategies for improving the access to schools in rural areas of developing countries. An example of pupil transport coupled to rural school consolidation is provided. Finally, a preliminary framework for the definition of a specific public policy is proposed. © 1997 Elsevier Science Ltd

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Introduction

Rural people in developing countries face severe accessibility restrictions, because of their geographical isolation, their social and economic conditions, and the commonly low level of transport supply (Barwell *et al.*, 1985). Consequently, growing mobility gaps have been registered between rural and urban people.

Among the activities influenced by transport conditions in rural areas, schooling is very important, because of its consequences for rural people's present and future quality of life. Rural children in developing countries face many problems in getting to and staying in school, and most of them complete less than 4 years of elementary education. In evaluating the causes of such poor results, several studies have accounted for the contributing social and economic factors. The most important are high population mobility, low household income in relation to schooling costs, children's need to help parents at home or at work, poor appreciation of schooling among parents, deficient physical and educational conditions in schools, low teacher salaries and inadequate training (Caldeira, 1960; Wolfe and Behrman, 1984). However, the analysis of distance-related obstacles to schooling has been surprisingly disregarded in the available educational and transportation literature.¹ As a further sign of this neglect, the

provision of school transport in rural areas has been generally mistreated or even ignored by both education and transportation planners.

The relationship of distance and schooling is particularly critical in rural areas, where children must walk long distances to widely dispersed schools and must travel additional distances to nearby urban areas for higher primary grades. With the lack of public transportation and an inability to pay for private transportation, most rural children abandon the school system after relatively few years. This distance-related problem concerns the analysis of accessibility — both time and physical accessibility — (Moseley *et al.*, 1977), as well as the issues of welfare and equity in the access to public services. The access to school is an important part of accessibility to essential activities, which have to be considered as a right in contemporary life. If convenient transport means are available to support this right, the measured results reflect the degree of 'transport-related welfare', while the opposite reflects a condition of 'transport-induced deprivation' (Nutley, 1984, p.358). Hence, transport infrastructure and transport means play a vital role in attaining the basic needs of the rural population (Barwell *et al.*, 1985).

This paper discusses the present situation of rural children's schooling in Brazil, as affected by distance, school supply and transport. Rather than providing detailed technical analysis, the paper focuses on policy issues, related to the transport policy decisions that are necessary to meet mobility needs of rural people and

¹Some exceptions are UNESCO (1958), Hallak (1977) and Neves (1981). Most papers discuss instead the access to health services. See, for example, Airey (1991) and Oktor (1990).

Rural Transport In Developing Countries

Harry T. Dimitriou, Ralph Gakenheimer



Rural Transport In Developing Countries:

Rural Transport In Developing Countries I. Barwell, G. A. Edmonds, J. D. G. F. Howe, J. De Veen, 2019-06-21 For more than three decades investment in the transport sector has been a priority for developing country governments. With a few exceptions, roads have accounted for the major part of these investments. The explicit and often articulated assumption upon which the decision to allocate such large sums of money to road transport has been made is that road transport and development are inextricably linked. The implicit and rarely articulated assumption is that the provision of suitable roads will lead to the operation of an adequate level of road transport services. If roads do not actually produce economic development, it has been argued, they certainly play a major role. This belief in the beneficial effects of roads is not wholly unsubstantiated. Clearly, the provision of some form of access is vital for the development of the rural economy. Nevertheless, the studies carried out over the last 10-15 years on the impact of highway investment have sounded a cautionary note. George W. Wilson, writing in the concluding chapter of the Brookings Institution studies on transport and development, suggested that a much more sceptical attitude towards transport appears essential and far more attention needs to be devoted to the set of circumstances surrounding expansion of transport capacity. The suggestion of a more restrained attitude reflected a growing concern that transport and, in particular, roads was only one factor amongst a large number that needed to be integrated for effective development. The concern to see road transport in a wider context partly explains the move towards the evaluation of the social as well as strictly economic benefits of road construction. **Key Issues in Rural Transport in**

Developing Countries S. D. Ellis, 1997 **Rural Transport in Developing Countries** Henning Lauridsen, Odd I. Larsen, Johanna Ludvigsen, 1989 *Improving Rural Mobility* Paul Starkey, 2002-01-01 Many inhabitants of rural areas in developing countries lack adequate and affordable access to transport infrastructure services, and this lack of transport opportunities constrains economic and social development. This report looks at the role of rural transport in reducing poverty and considers a range of issues affecting rural mobility, including costs, stakeholders involved, population densities, and competing services. It examines policies for promoting rural mobility, including financial and regulatory considerations.

Rural Transport Services Henri L. Beenhakker, S. Carapetis, L. Crowther, S. Hertel, 2019-09-05 This book considers the problem of providing maximum access to transport services and to roads for the rural population of the world's developing countries when limited funds are available. Access is a key factor in both social and economic development. It promotes social intercourse and opens up markets for both the rural and urban populations. Access connotes the ability to travel and to transport goods. The components of access include both the infrastructure and the transport modes or aids that use the infrastructure. **Rural Transport in Developing Countries: a Synopsis of Findings and a Framework for Studies**

, 1987 Transport and Developing Countries Dr David Hilling, David Hilling, 2003-10-04 Examining the links between irregular and inefficient transport methods and economic progress, the author explains that it can only be effective if timing

location and technology are carefully chosen Design and Appraisal of Rural Transport Infrastructure Jerry Lebo,Dieter Schelling,2001-01-01 Printed on Demand Limited stock is held for this title If you would like to order 30 copies or more please contact books.worldbank.org Contact books.worldbank.org if currently unavailable This paper is part of a four volume series of publications on rural transport promoted by the World Bank's Rural Transport Thematic Group under the aegis of its knowledge management activities The four volumes are Options for Managing and Financing Rural Transport Infrastructure Improving Rural Mobility Developing Rural Transport Policies and Strategies and this paper on Design and Appraisal of Rural Transport Infrastructure *Rural Road Engineering in Developing Countries* Jasper Cook,Robert Christopher Petts,2023-08-02 Rural Road Engineering in Developing Countries provides a comprehensive coverage of the planning design construction and maintenance of rural roads in developing countries and emerging nations It covers a wide range of technical and non technical problems that may confront road engineers working in the developing world focusing on rural roads which provide important links from villages and farms to markets and offer the public access to health education and other services essential for sustainable development Most textbooks on road engineering are based on experience in industrialised countries with temperate climates or deal only with specific issues with many aspects of the design and construction of roads in developing regions stemming from inappropriate research undertaken in Europe and the USA These approaches are frequently unsuitable and unsustainable for rural road network environments particularly in low to middle income countries This book takes on board a more recent research and application focus on rural roads integrating it for a broad range of readers to access current information on good practice for sustainable road engineering in developing countries The book particularly suits transportation engineers development professionals and graduate students in civil engineering Rural Transport in Developing Countries Claus Heidemann,Ursula Barth,1984 **Urban Transport in the Developing World** Harry T. Dimitriou,Ralph Gakenheimer,2011-01-01 Policy making for urban transport and planning of economies in the developing world present major challenges for countries facing rapid urbanisation and rampant motorisation alongside growing commitments to sustainability These challenges include coping with financial deficits providing for the poor dealing meaningfully with global warming and energy shortages addressing traffic congestion and related land use issues adopting green technologies and adjusting equitably to the impacts of globalisation This book presents a contemporary analysis of these challenges and new workable responses to the urban transport problems they spawn Rural Transport in Developing Countries Claus Heidemann,1990 **Possibilities for Non-motorized Rural Transport in Developing Countries** B. H. Immers,Lambertus Henricus Immers,Ernst J. Malipaard,Berwich W. Sluer,Technische Univ. Delft. Faculty of Civil Engineering. Dept. ofTransportation Planning and Highway Engineering,1989 Rural Transport in Developing Countries Claus Heidemann,1987 Ergonomics in Developing Regions Patricia A. Scott,2009-06-17 Industrially developing countries have the largest populations the highest levels of poverty poor health and

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Carapetis,1984 **Handbook on Transport and Urban Transformation in China** Chia-Lin Chen,Haixiao Pan,Qing Shen,James J.Wang,2020-03-28 Since 1978 when China embarked on a new period of economic reforms and introduced open door policies it has experienced a great urban transformation The role of transport has proved indispensable in this unprecedented rapid urbanisation and economic growth As the first research focused book dedicated to this important topic the Handbook on Transport and Urban Transformation in China offers new insight into the various opportunities and challenges brought by fast paced motorization and urban development and explores them in broad spatial economic environmental social and institutional dimensions **World Development Indicators 2006** ,2006-01-01 Looking for accurate up to date data on development issues This indispensable statistical reference allows you to consult over 800 indicators for some 150 economies and 14 country groups in more than 80 tables It provides a current overview of the most recent data available as well as important regional data and income group analysis in six thematic chapters World View People Environment Economy States and Markets and Global Links

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