

Input Document Unit 7

CAPTURE HOUSEHOLD SPENDING ON NON MEDICAL TRANSPORT FOR IMPROVING PHYSICAL ACCESS TO HEALTH FACILITIES IN WEST AFRICA

Summary

The West Africa NHA network's remark for the functional classification review, focused on Ancillary services specially transportation. In West Africa context, medical transportation (ambulatory services) is not representative of household expending for transportation. The common practice to access health facilities for medical treatments is using non medical transport. Capturing household spending on transportation will be a good indicator for policy makers and planners to reflect on the high level of financing burden on the people in the communities. This indicator will help policy makers to develop policy that will lead to additional health facilities closer to the community. Accordingly, we suggest to extend "HC.4.3: Patient transport and emergency rescue" to non medical transport.

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The West Africa NHA network's remark for the functional classification review, focuses on **Ancillary services** specially transportation.

In the PG annex, it's says that the Ancillary services are varieties of services such as laboratory tests, diagnosis imaging and patient transport, mainly performed by paramedical or medical technical personnel with or without the direct supervision of a medical doctor.

In West Africa context, medical transportation (ambulatory services) is not representative of household expending for transportation. Household only use medical transportation during the case of injuries.

The common practice to access health facilities for medical treatments is using cars. These are not medical transportation like the ambulatory services that is purely meant for medical services.

In our region, physical accessibility to health facilities is still a problem, because most of health facilities are far away from household community. Thus, household are obliged sometime to pay more than the medical doctor fees to access health facilities. For example in Bamako, people have to pay around 4USD for taxi to access public hospitals where outpatient care cost 2 USD. Besides using taxi, people can use buses which are less expensive than taxi. But buses are not always available, so in case of illness, people normally use taxi.

High level of physical accessibility issue effect is the high level of household expenditure on transportation and therefore, lack of good health care services within the community.

Capturing household spending on transportation will be a good indicator for policy makers and planners to reflect on the high level of financing burden on the people in the communities. This indicator will help policy makers to develop policy that will lead to additional health facilities closer to the community or develop more medical transport which will reduce household health expenditure and improve community health status.

Accordingly, we suggest to extend "HC.4.3: Patient transport and emergency rescue" to non medical transport.

In West Africa, the non medical transport expenditure can be easily captured through the "standard living" survey completed by national statistics institutions.