Gender and Rural Transport Connectivity

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Gender dimensions of rural transport

- Socio-cultural norms and practices play a dominant role in the rural transport economy.
- Women are overburdened with domestic and productive work and this imposes (time) restrictions on their participation in the transport economy.
- Rural women bear a disproportionate transport burden.
- Transport and travel spaces are gendered and can potentially promote SGBV.
- Women tend to travel with children, the sick and elderly.
- Women and men have distinct mobility patterns and accessibility needs.
- Women under-represented in road construction and transportation due to gender inequalities in capabilities and opportunities.
Overview of the GM cluster project

- Seven research projects contracted (2016-17)
- A cluster approach adopted to create synergy, and a critical mass of interest for practical follow-ups (and changes to policies and practices).
- Implemented in AfCAP (Ethiopia, Ghana, Kenya, Liberia, Sierra Leone, Tanzania, Uganda) and AsCAP (Nepal) countries.
- Research outputs include:
  - 23 research reports
  - 7 Final Reports
  - 8 Policy Briefs
  - Guidelines for Mainstreaming Gender in Rural Transport
  - 7 peer reviewed journal papers (under preparation) to be published in a special edition of the Proceedings of the Institution of Civil Engineers Transport Journal
Broad menu of projects in the GM cluster

- Labour-based (LB) rural road construction.
- Rural roads infrastructure i.e. trail bridges.
- Rural transport services i.e. NMTs, IMTs and motorcycle taxis.
- Social inclusion in rural transport focusing on older persons.
- The nexus between national gender machinery and the rural transport sector.
- Rural transport policies, programmes and practices.
Broad research questions

▪ What is the evidence of gender mainstreaming efforts in rural transport being transformative of (inequitable) gender relations?

▪ What is the evidence of gender mainstreaming efforts transforming the institutions that deliver and support rural transport infrastructure and services?

▪ What are the appropriate systems (including indicators and targets) for monitoring gender mainstreaming efforts and their impacts?

▪ How can previous or current gender-responsive rural transport initiatives be scaled up?
Project Activities

- Review of the 7 ReCAP GM research projects:
  - HelpAge International, 2017. Impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with reference to women with multi-dimensional vulnerabilities
  - Helvetas, 2017. Transforming gender relations in the trail bridge programme in Nepal: an analysis of policies and practices
  - MetaMeta, 2017. Gender mainstreaming in rural road construction in Ethiopia: impacts and implications
  - Tacitus, 2017. Gender mainstreaming in the rural transport sector in Kenya
  - University of Swansea, 2018. Assessing opportunities and obstacles for gender mainstreaming in the motorcycle taxi sector in rural Sierra Leone and Liberia
  - WISE Nepal, 2017. Gender mainstreaming in rural transport projects in Nepal: case studies of transformative roles of women and disadvantaged groups (DAGs) at household and community levels
TAN2044H: Gender mainstreaming in rural transport: impacts on older persons in Tanzania

Research Focus:
Whether women facing intersecting vulnerabilities (older women, widows, PWD) benefit from gender mainstreaming in transport

Implementer:
- HelpAge Tanzania

In collaboration with:
- PO-RALG
- SUMATRA
NEP2044C: Gender impacts of trail bridges in Nepal

Research focus:
- Investigates the impact of trail bridge construction on the lives of women and changes in gender relations within the state’s policy and legal framework

Implementer:
- Helvetas Swiss Intercooperation

In cooperation with:
- DoLIDAR trail bridge unit
RAF2044J: Scaling up gender mainstreaming: policies, practices and impacts

- Networked research project implemented in Ghana, Kenya, Tanzania and Uganda.
- Implemented by IFRTD in collaboration with Ghana DFR, Kenya KeRRA, Tanzania PO-RALG and Uganda UNRA
ETH2044E: Gender mainstreaming in LB rural road construction in Ethiopia

Study Project:
- Labour-based road construction in Productive Safety Net Programme (PSNP)

Implementers:
- MetaMeta and Mekelle University

In collaboration with:
- Ministry of Agriculture
- Ethiopian Roads Authority
KEN2044F: Gender mainstreaming in the rural transport sector in Kenya

Research focus:
- Influence of National Gender Equality Commission (NGEC) on policies and practices of rural transport stakeholders

Implementers:
- Tacitus (Sam Orwa)

In collaboration with:
- NGEC
- Kenya Rural Roads Authority (KeRRA)
- National Transport Safety Authority (NTSA)
- Devolved administrations
RAF2044G: Gender mainstreaming in the motorcycle taxi sector in Sierra Leone and Liberia

Implementers:
- Swansea/Njala Universities

In collaboration with:
- Sierra Leone Department of Feeder Roads
- Liberia Ministry of Transport
- Liberia Ministry of Public Works
- Global communities (Liberia)
- Local authorities (Liberia)
NEP2044D: Local gender impacts of LB road construction in Nepal

Research Focus:
How gender mainstreaming activities in LB road and trail bridge projects have transformed the lives of rural women and disadvantaged groups.

Implementer:
- WiseNepal
- Researchers embedded within communities

In consultation with:
- DoLIDAR
Barriers to Integrating Gender Mainstreaming

1. Lack of quantitative evidence base to effectively advocate for gender mainstreaming.
   - In collaboration with the respective country bureau of statistics, support baseline surveys to collect nationally relevant data on gender relations in the context of rural transport.
   - Support the (ReCAP country) transport sectors to incorporate sex and gender disaggregated data in their respective management information systems.
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2. There is a general lack of capacity to use gender as a framework to create new knowledge and stimulate gender-responsive transport solutions.

- To address this gap, ReCAP has undertaken gender capacity building of African transport and engineering professionals and researchers.
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3. The seven research projects generated information on various dimensions of rural transport infrastructure and services

- ReCAP has supported the dissemination of the results to a wider audience to gain an understanding of the gains of gender equality and to facilitate the replication of the good mainstreaming practices.
Why the Guidelines?

The research projects established that while gender equality is part of the political discourse:

- Gender mainstreaming in transport policy and planning is a relatively new phenomenon in many countries.
- There is inadequate political commitment to translate national directives on gender in transport policy and practice.
- There is a general lack of capacity to use gender as a framework in transport policy and practice.
- There is an apparent lack of understanding of the benefits of gender mainstreaming in transport.
- There is inadequate sex and gender disaggregated transport data as well as examples of practically applicable methods for systematic knowledge-based gender analysis.
About the Guidelines

- The guidelines illustrate how to mainstream gender in rural transport in an effective and visible way drawing on lessons learnt and good practices from the 7 ReCAP GM research projects.

- The guidelines will be beneficial to:
  - Transport ministries
  - Roads authorities
  - Road funds
  - Local government works departments
  - Traffic and road safety agencies
  - Transport regulators.
Format of the Guidelines

- Section 1: Introduction
- Section 2: Gender Mainstreaming in Rural Transport
- Section 3: Gender Mainstreaming in Transport Policy and Planning
- Section 4: Gender Mainstreaming in Rural Transport Institutions
- Section 5: Gender Mainstreaming in the Infrastructure Improvement Cycle
- Section 6: Gender Mainstreaming in the Provision of Transport Services
- Section 7: Conclusions
Why is GM in Rural Transport Policy/Planning Important?

- Political commitment is crucial to sustainable GM.
- Policies provide the operational framework:
  - Under which infrastructure projects are designed and transport services are operated.
  - For determining which transport issues receive priority in planning and resource allocation.
- Men and women have different mobility and travel patterns and transport needs.
- Rural women bear heavier transport burdens than men.
- Transport planning models do not give adequate consideration to gender differences in accessibility, mobility and safety.
- To maximise impact, need to adopt universal transport planning and construction designs.
Why is Mainstreaming Gender in Institutions that Deliver Transport Important?

- Concrete political actions to institutionalise gender equality crucial to sustainable GM in transport.
- Declarative statements institutionalize a commitment to GM.
- Women under-represented in transport sector institutions, their governance and management.
- Inadequate capacities to articulate GM principles in policy and to systematically incorporate them in practice.
- GM initiatives in transport policy/planning unimplemented due to lack of dedicated budgets.
- Gender typically inadequately incorporated in implementation tools for the delivery of transport infrastructure and services.
- Transport data management systems do not typically provide for the collection of S/GDD.
Why is Mainstreaming Gender in the Transport Infrastructure Improvement Cycle Important?

- Differences in women’s mobility, accessibility and safety needs, relative to men.
- Road construction provides employment for women, but men main beneficiaries.
- Women overburdened with domestic work—their labour not easily be transferable to public works.
- Tensions related to women’s work outside the home can increase the risk of domestic violence.
- Safety concerns for girls/women living around the construction areas or working on construction sites.
- Gender differences in impacts of land acquisition and resettlement.
- Inadequate capacities to mainstream gender in the infrastructure improvement cycle.
Why is GM in the Delivery of Rural Transport Services Important?

- Transport systems largely controlled by men, women’s needs not given due consideration.
- High levels of violence against women and girls in public transport and adjacent public spaces.
- Sexual harassment and overcrowding in public transport restrict women’s and girls’ mobility.
- Male youth more prone to accidents and deaths from motorised transport.
- Women tend to travel with children, the sick or dependent older persons in public transportation.
- Rural public transport dominated by multipurpose trucks and motorcycle taxis.
- MCTs more expensive than other transport services but their safety is a growing concern.
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<tr>
<th>SDG 5: Achieve gender equality and empower all women and girls</th>
<th>Transport Sector Obligation to Achieve SDG</th>
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| **5.1 End all forms of discrimination against all women and girls everywhere.** | • Ensure inclusive transport policy, planning and programming that responds to the distinct mobility, accessibility and security needs of women and girls.  
• Mainstream gender in transport sector institutions.  
• Mainstream gender in infrastructure projects.  
• Mainstream gender in the provision of transport services. |
| **5.2 Eliminate all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation.** | • Ensure safe transport spaces (public transportation, public spaces related to transport, and construction sites) for women and girls.  
• Ensure that contractors’ code of conduct includes measures to minimise sexual and gender-based violence.  
• Protect women’s labour rights.  
• Mainstream gender in resettlement action plans. |
| **5.3 Eliminate all harmful practices, such as child, early and forced marriage and female genital mutilation.** | • Ensure that contractors’ code of conduct includes measures to minimise casual sexual relationships, some of which result in unwanted pregnancies and forced marriage. |
| **5.4 Recognise and value unpaid care and domestic work through the provision of public services, infrastructure and social protection policies and the promotion of shared responsibility within the household and the family as nationally appropriate.** | • Prioritise infrastructure such as community access roads, footpaths and footbridges that women predominantly use to undertake domestic work.  
• Promote transport technologies such as intermediate and non-motorised means of transport with the potential to alleviate women’s care and domestic work burden. |
| **5.5 Ensure women’s full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life.** | • Ensure women’s full and effective participation in the governance of statutory transport sector institutions, through amongst others, defining minimum quotas for women’s participation.  
• Promote women’s leadership in infrastructure projects. |
| **5.6 Ensure universal access to sexual and reproductive health and reproductive rights.** | • Strengthen the role of transport in accessing emergency obstetric care. |
| **5.a Undertake reforms to give women equal rights to economic resources, as well as access to ownership and control over land and other forms of property, financial services, inheritance and natural resources, in accordance with national laws.** | • Adopt gender responsive budgeting in the transport sector through, amongst others mainstreaming gender in public procurement.  
• Expand women’s employment opportunities through promoting labour-based approaches to road works. |
| **5.b Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women.** | • Promote transport technologies responsive to women’s mobility, accessibility and safety needs and that are adapted to their physiology. |
| **5.c Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels** | • Mainstream gender in transport policy and planning.  
• Mainstream gender in transport legislation.  
• Enforce gender aspects of transport legislation.  
• Collect, analyse, report and utilise sex and gender disaggregated (transport) data to inform transport policy, planning, programming and budgeting. |
Thank you for your attention
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www.research4cap.org/SitePages/GenderMainstreaming.aspx

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