Gender and Transport: Making Rural Road Improvements in Cambodia More Gender-Inclusive

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Mainstreaming Gender Equality in Infrastructure Policies and Projects
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Greater Mekong Subregion
GMS and National Context

- Links to ADB’s GMS Cambodia Northwest Provincial Road Improvement Project (2009), which aims to improve connectivity internally within the region and externally around the border areas with Thailand.

- Proposal to support these subregional and national initiatives with two rural roads improvement projects in 2010 and 2012, of which, this is one.
Cambodia’s Rural Infrastructure

- Post-conflict: Focus on national and provincial road network
  - 25% of 11,400 km is paved
- Rural road network
  - 28,000 km largely unpaved
- Limited access to markets and services is restricted in absence of all-weather roads
- Importance of connectivity in developing the local economy and reducing poverty
Gender Analysis

- Remote areas are particularly poor
- Transport takes time and physical effort in rural areas
- Paved roads and enhanced connectivity are vital for local economic development and poverty reduction
- Road improvements bring potential negative impacts
- Opening remote areas can increase the spread of HIV/AIDS and risk of human trafficking in areas near national roads and border areas

• *Women as project beneficiaries*
• *Women as potential non-beneficiaries*
**Project Information**

- **Impact:** Improved access to markets, jobs, and social services in 7 provinces mainly around the Tonle Sap Basin

- **Outcome:** Provision of safe, cost effective, all-year road access in remote agricultural areas of the 7 provinces, where a large proportion of Cambodia’s rural poor lives.

- **Outputs:**
  - Road rehabilitation
  - Improved road asset management
  - Increased road safety and safeguards
  - Climate change adaptation
  - Efficient project management

- **Executing Agency:** Ministry of Rural Development

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**Total Costs:** $67m total, 2010-2015
- ADB $35m loan
- KEXIM $19.35m loan
- NDF $5.4m grant
- RGC $7.25m

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**GENDER & DEVELOPMENT**
Getting the Balance Right
## Cambodia Rural Road Improvement: Gender Action Plan

<table>
<thead>
<tr>
<th>Project Output</th>
<th>GAD Actions Proposed</th>
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</table>
| **Output 1:** Road rehabilitation | • At least 40% of unskilled laborers will be female  
                                 |   - pay equity  
                                 | • Contractors will not employ child labor on civil works contracts  
                                 | • Road shoulders will be sealed surface enabling carts with wheels |
| **Output 2:** Road asset management | • Capacity building of local contractors on gender and labor-based appropriate technology  
                                 | • Sex disaggregated database to track the use of local labor  
                                 | • Community contracts to women for sustainable road maintenance works  
                                 | • At least 50% women road maintenance workers |
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<tr>
<th>Project Output</th>
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<tbody>
<tr>
<td><strong>Output 3: Road safety and safeguards program</strong></td>
<td>• All project roads with speed bumps in villages and road safety signage</td>
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<td>• A community-based road safety campaign with 50% women facilitators</td>
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<td>• Inclusion of HIV/AIDS and human trafficking prevention programs during and after construction</td>
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<td>• Sex-disaggregated baseline data</td>
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<td>• Resettlement framework incorporates a gender strategy</td>
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<td><strong>Output 4: Climate change adaptation</strong></td>
<td>• Emergency warning systems will engage women in the planning stages</td>
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<td>• Provisions will be included for women in actual operation of the systems</td>
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<td></td>
<td>• Climate change adaptation will include community-based work programs involving women in planting and caring for road-side trees and other plants</td>
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| **Output 5: Efficient project management**          | • PMU and MRD social and environmental unit staff participate in social and gender training  
|                                                     | • At least 25% of the MRD social and environmental unit staff are female               |
|                                                     | • MRD’s Gender Working Group will assist in monitoring GAP                             |
|                                                     | • International Social Development/Safeguard Specialist 6 person-months and National Gender Specialist 12 person-months |
|                                                     | • Design and monitoring framework includes gender targets                                |
|                                                     | • Gender covenant includes gender targets                                              |
Expected Gender Outcomes

- Women and girls travel safely and further distances from home
- Girls more likely to attend secondary school
- Women are more likely to access social services for their family members
- Trading opportunities for women increases
- Opportunities to expand women's small enterprises
- Generation of more jobs and provision of cash income for women and the poor
- Improved health and living conditions for all residents
THANK YOU

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