Gender and Transport in The MENA Region

Case Studies From West Bank and Yemen

Gender Action Plan and MENA Transport Group

February 3, 2010
Rationale, Objective

• Why Gender and Transport in MENA

• Objectives
  – gaining a better understanding of the interaction between Gender and Transport
  – identifying priority areas for actions to improve women’s mobility
What we did and How

• Two studies in Yemen: rural and urban, one study in West Bank
• Quantitative data collection: around 1300 interviews, and over 10,000 trips analyzed
• Qualitative data collection: around 70 focus group discussions
• Three reports, and similar conclusions
Women walk, or use public transport

**Rural Yemen**

- **Female**
  - Walking: 69%
  - Covered Car: 4%
  - Donkey: 43%
  - Uncovered Car: 11%
  - Other: 6%

- **Male**
  - Walking: 24%
  - Covered Car: 5%
  - Donkey: 19%
  - Uncovered Car: 8%
  - Other: 19%

**Urban Yemen**

- **Female**
  - Walking: 0%
  - Bus: 20%
  - Car: 56%
  - Bikes and Motorbikes: 25%

- **Male**
  - Walking: 0%
  - Bus: 5%
  - Car: 51%
  - Bikes and Motorbikes: 29%

**West Bank**

- **Female**
  - Public Transport: 73%
  - Walking: 0%
  - Private Cars: 19%
  - Alternative Means: 18%

- **Male**
  - Public Transport: 61%
  - Walking: 2%
  - Private Cars: 19%
  - Alternative Means: 18%
Women pay a higher cost per trip

<table>
<thead>
<tr>
<th>Region</th>
<th>Male</th>
<th>Female</th>
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<tbody>
<tr>
<td>West Bank (NIS)</td>
<td>9.9</td>
<td>11.6</td>
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<tr>
<td>Urban Yemen (YR)</td>
<td>279</td>
<td>326</td>
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Inefficiencies of public transportation and pedestrian infrastructure affect women’s mobility

Woman from West Bank: “After 9 am there is no easy transportation available. I have to order a taxi although it is very expensive, or leave early with university students. Sometimes, I organize my trips outside of the village with relatives who own cars.”

Woman from West Bank “I have a bachelor degree in Arabic. My dream was to be a teacher. Due to mobility restrictions, I opted to stay home and raise my kids.”
They access a wider range of opportunities when transportation is available, safe and secure

% of Female Workers in the Household (Urban Yemen)

- Old and Historical Sana’a (Best Provision of Transport Infrastructure): 15%
- City Center: 13%
- Peripheral zone (Worst Provision of Transport Infrastructure): 7%

Woman from Sana’a: “I’m a teacher. After the school, I give lessons in another neighborhood. I am able to do so because there are buses to bring me to and from the school where I give the private lessons.”

Women who Access Mother and Child Care (Rural Yemen)

- Old Road: 40%
- New Road: 18%
- No Road: 5%

Woman from Sana’a: “Women and girls can walk the streets of the area without any fear: the streets are lit and full of life and activity.”
Recommendations in the urban setting

• Organization of public transport
  – predictable schedules – better access to periphery
  – integrated fares
  – bus stops
  – Enforcing bus safety standards
  – Women’s only cab companies

• Provision of pedestrian infrastructure
  – street lighting
  – sidewalks
  – pedestrian crossings

• Street life
  – Training of ethics police
  – Free traffic areas from street vendors
Recommendations for rural Yemen

- Sustain current efforts in providing Yemeni villages with roads.
- Use all available means to create awareness of transport needs and difficulties
- Encourage collective trips by women.
- Develop the availability of intermediate means of transport (donkeys, carts).
The Way Forward

• A Fourth Study in Casablanca

• Letting People Know: the Sector, the Region, the Client

• Integrating Recommendations in Operations