

# CHALLENGES IN ADDRESSING GENDER DIMENSIONS OF TRANSPORT IN DEVELOPING COUNTRIES:

Lessons From World Bank's Projects

**The  
World  
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**Mainstreaming Gender into Transportation:  
Case of Developing Countries** on 675





## WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES

### ISOLATION

Limited or no access to transport and communication, education, health, services and infrastructure facilities.



Inadequate response from transport sector

Lack of recognition of different travel patterns between sexes, age groups.

## WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES

1/4 of world's population are rural women

### Rural African women

- carry a 20 kg (44 lbs) load
- over 1 to 5 km (0.6 to 3 miles)
- for 2.5 hours on foot
- 65% household time on travel and transport



# WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES



Transport firewood



# WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES



Transport water



## WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES



Travel long distances to reach obstetric care,  
dying, injured (fistula) and/or losing babies



## ADDRESSING WOMEN'S TRANSPORT ISSUES IN DEVELOPING COUNTRIES

- Early 1990s: focus on IMTs, NMTs
- Case studies on African women and rural transport, travel surveys, SSATP-GRTI, IFRTD study
- WB-TAG study, Peru rural roads, India State Highways, assessment and training on social dimensions of transport projects
- Multisectoral projects (transport/health)
- Gender And Transport **NET**work (GATNET), SSATP Gender Thematic Group

## Approaches and Tools to Integrate Gender and Social Concerns into Policies, Programs and Projects

- Studies and Sustainable Livelihoods Analysis
- Pilot Activities
- Transport and Gender thematic group
- Checklists for project cycle stages
- Knowledge Sharing through webpage
- Studies on rural women's travel needs
- Studies of urban women's travel
- Knowledge sharing through Transport and Social Responsibility thematic group
- Guidelines for social analysis in the transport sector (draft)



## Some Specifics: The Ethiopian Experience

Ethiopia RSDP and ERTTP, VLTTS finds that

- 73% of trips, 61% of the travel time for household needs: fuel, water (excluding waiting time at the source) and food collection.
- Women spent app 4 hours/day, 1,440 hours/year moving and carrying household goods.
- Few or no conventional two or four-wheeled motor vehicles
- Carts and bicycles were rare.

## Some Specifics: The Ethiopian Experience



Donkeys are women's "best friends".

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## Some Specifics: The Ethiopian Experience

- Consultation with women and children
- Sensitize policymakers
- Social training of ERA engineers
- Environmental Monitoring and Safety Branch (EMSB) in ERA to address HIV/AIDS, Social Issues
- Retrofitting transport contracts with social clauses
- Training of contractors and consultants
- Peer education program



## Some Specifics: The Ethiopian Experience

Members of an all-female road construction crew move piles of gravel in Addis Ababa, Ethiopia. In January 1998, the World Bank approved a \$309.2 million project to restore Ethiopia's roads to enhance trade and transport. This money is part of a larger \$2.75 billion program and a 10-year effort now underway to renew Ethiopia's network of roads.



Equal opportunity in road work employment for women needing income

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# Gender, Transport and the Millennium Development Goals

Transport for Social Responsibility

MDG	Transport and Gender Dimension
<p><b>MDG 2 Universal Primary Education</b> By 2015, children everywhere, boys and girls alike, will be able to complete fully primary schooling</p>	<p>Girls help mothers transport water, fuel and food. No time for school or study. Girls face more gender related problems such as abduction and rape. Lack of transport for teachers and education officials affects both genders, through teacher absenteeism, poor quality education support and monitoring.</p>
<p><b>MDG 3 Gender Equality</b> Eliminate gender disparity in primary and secondary education by 2005, and all levels no later than 2015.</p>	<p>Girls help in household duties. No time for school or study or to acquire means to empower themselves. Lack of public transport inhibits opportunity for girls in particular, to attend secondary school.</p>

Source: Recreated from Transport Targets and Indicators related to the Millennium Development Goals (MDGs)



# Gender, Transport and the Millennium Development Goals

Transport for Social Responsibility

**MDG 4 Child Health**  
Reduce by two thirds, between 1990 and 2015, the under-five mortality rate.

Lack of emergency transport for sick children. Lack of transport for health equipment and medicines at the health post = poor quality health service. Constraints on access of health post users due to distance, cost, difficult travel in terrain, weather, rough path .

**MDG 5 Maternal Mortality**  
Reduce by three quarters, between 1990 and 2015, the maternal mortality ratio.

High death rate for mothers and preventable injuries partially due to delay of decision to transport and lack of transport in cases of emergency especially at childbirth.



Source: Recreated from Transport Targets and Indicators related to the Millennium Development Goals (MDGs)

## Gender, Transport and the Millennium Development Goals

### **MDG 6 HIV/AIDS, malaria and other diseases**

To halt and begin to reverse the spread of HIV/AIDS, Malaria and other major diseases

Transport sector workers, eg long-distance drivers, seafarers (mostly men) are seen to spread HIV/AIDS along road corridors and ports. Female sex workers, roadside community women with little control over reproductive health are most affected, not only by the virus but also through the extra burden of care for HIV/AIDS patients and orphans.



# Summary

## **Mainstream gender issues in transport**

- Determine National and Sectoral framework of gender policies
- Identify transport constraints on meeting gender needs
- Transport-specific gender analysis requires social development skills
- Integrate gendered impact measures into monitoring processes
- Gender imbalance in transport employment is likely to persist in most countries and fosters gender bias
- Share good practice for replication and scale up
- Community of practice as active source of transport and gender experience in development



# Conclusions + Recommendations

## Transport Sector issues

- **National and Sectoral framework of gender policies is desirable:**
  - National framework for gender policy should identify Transport Sector priorities.
  - Sector-wide approach must be consistent with national framework
- **Identify constraints that undeveloped transport services impose on meeting gender needs:**
  - eg. inadequate access to pre-natal care or attendance by midwives – lack of emergency transport, especially in low income countries.



# Conclusions + Recommendations

## Social Development expertise

- **Transport-specific gender analysis:**
  - social development skills linked with transport knowledge
  - ‘Gender-responsive Social Analysis’: WB guideline
  - ‘Social Analysis in the Transport Sector’
- **Integrate gendered impact measures into monitoring processes:**
  - eg. regular passenger surveys; household survey modules focusing on transport issues.
  - Monitoring arrangements designed to assist in building the systems and capacity required for specific and routine application.



# Conclusions + Recommendations

## Employment in transport

- **Gender imbalance in Transport is likely to persist in most countries**
  - Employment in transport is disproportionately male
  - Some success in increasing employment of women – eg. in road maintenance and certain construction tasks in some countries
  - Contact International Transport Workers Federation
- **Limited input by women fosters gender bias**
  - Planning and design contributions are significant
  - Gender-aware survey and analysis

# Conclusions + Recommendations

## Learning and Sharing

- **Good practice for replication and scale up:**
  - sources of experience in addressing gender issues at project, institutional and policy levels are referenced in paper.
- **Community of practice as active source of good transport and gender practice in development :**
  - Transport for Social Responsibility thematic group coordinates from World Bank.
  - SSATP has strengthened implementation for gender in transport
  - Outreach by the TRB Committee on Women's Issues in Transportation
  - complement existing networks such as GATNET
  - Global Transport Knowledge Partnership may extend CoP



# Thank you

for not forgetting these female firewood carriers.

