Illustrative Guidelines for Mainstreaming Gender in Rural Transport
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Project Objectives

- Project builds on the momentum of the ReCAP Gender Mainstreaming in Rural Transport Research Research Initiative that involved 7 research projects:
- The overall objective is to enhance knowledge sharing amongst rural transport practitioners in ReCAP countries and beyond.
- The specific purpose was to develop illustrative practical guidelines for mainstreaming gender in rural transport drawing on lessons learnt and good practices from the 7 research projects.
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
  - **IFRTD, 2018.** Scaling up gender mainstreaming in rural transport: analysis of policies, practices and impacts.
  - **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
Project Activities (contd.)

- Preparing an academic paper to be published in a peer reviewed journal.
- Preparing guidelines for mainstreaming gender in rural transport.
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.
Lay Out

- Section 1: Introduction
- Section 2: Gender Mainstreaming in Rural Transport
- Section 3: Gender Mainstreaming in Transport Policy and Planning
- Section 4: Gender Mainstreaming in Institutions that Deliver Rural Transport
- Section 5: Gender Mainstreaming in the Transport Infrastructure Improvement Cycle
- Section 6: Gender Mainstreaming in the Delivery of Rural Transport Services
Detailed Layout of Sections

- Key issues
- Steps
- Guiding questions
- Key indicators
- Examples of good gender mainstreaming practices that can be upscaled, adapted or adopted, as appropriate.
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.
Why is GM in the Delivery of Rural Transport Services Important?

- No SDD on traffic injuries, ownership of means of transport, licensed drivers.
- Rural women rely more on NMTs/IMTs.
- Discriminatory cultural practices and lack of money restrict women’s access to transport technologies/services.
- Women often restricted to walking long distances and subjected to head porterage.
- Women underrepresented in public service transport, as investors and operators/workers.
- No gender in most traffic/road safety regulations
- Minimum to no legal consequences for perpetrators of violence in public transport.
How can the guidelines be taken up and embedded by ReCAP Countries?

• Dissemination for awareness.
  • Off and online publication

• Dissemination for understanding.
  • Through training
  • As training material

• Dissemination for action.
  • Proactive engagement of the different target groups
Questions for Reflection

• Any examples of good gender mainstreaming practices in transport policy, projects, institutions or delivery of services?

• What are the entry points and/or opportunities for uptake and embedment of the guidelines in your country?

• How to ensure policy commitment to sustainable gender mainstreaming in transport?
Thank you for your attention

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