

Mainstreaming gender in rural transport

(Disclaimer note: this document uses material from various sources to provide an overview of the cluster of projects working on gender mainstreaming. It may not reflect recent developments within the research projects.)

‘Gender equality, equity and social inclusion’ is an important cross-cutting research theme for ReCAP. The ReCAP research initiative on gender mainstreaming in rural transport (GEN2044) commenced in October 2015 with facilitated discussions (using the GATNET list-server and social media) about gender mainstreaming in rural transport with a view to identifying relevant research topics for further exploration. Four research themes were developed, all to be studied within the rural transport sector:

1. Transformative impact of gender mainstreaming at household, community and national levels.
2. Transformative impact of gender mainstreaming within rural transport institutions.
3. Potential for gender-focused rural transport initiatives be scaled-up and ‘mainstreamed’.
4. Methodologies, analytical frameworks and indicators to monitor effective gender mainstreaming.

An open procurement call for research concepts was issued in January 2016. This resulted in thirty-four responses, which were evaluated in March 2016. Seven research concepts were selected for full proposals. Together, these covered all four research themes and involved research on gender mainstreaming in eight countries in Asia, West Africa and Eastern Africa. All were to be implemented by gender-balanced teams, with African and Asian researchers involved at a senior level. The aim was to have a ‘cluster’ of projects that would work independently but their joint technical conversations and liaison would stimulate synergies to increase the research excellence, and the impact on gender mainstreaming policies and practices. Summary details of the seven contracted projects are provided in the table below and the subsequent pages.

Project	Countries	Themes	Title	Implementation
NEP2044C	Nepal	1,4	Transforming gender relations in the trail bridge programme in Nepal: an analysis of policies and practices	Helvetas
NEP2044D	Nepal	1,3,4	Gender mainstreaming in rural transport projects in Nepal: case studies of transformative roles of women and disadvantaged groups (DAGs) at household and community levels	WISE Nepal
ETH2044E	Ethiopia	2	Gender mainstreaming in rural road construction in Ethiopia: impacts and implications	MetaMeta
KEN2044F	Kenya	2	Gender mainstreaming in rural transport sector in Kenya	Tacitus consultants
RAF2044G	Sierra Leone, Liberia	1, 3	Assessing opportunities and obstacles for gender mainstreaming in the motorcycle taxi sector in rural Sierra Leone and Liberia	University of Swansea
TAN2044H	Tanzania	1,3	Impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities	HelpAge Tanzania
RAF2044J	Ghana, Uganda, Kenya, Tanzania	3,4	Scaling up gender mainstreaming in rural transport: analysis of policies, practices, impacts and monitoring processes	IFRTD

NEP2044C: Transforming gender relations in the trail bridge programme in Nepal: an analysis of policies and practices

Project team and contacts

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Summary

Trails and trail bridges have been regarded as the lifeline of rural Nepal due lack of road networks coupled with rugged terrains and numerous rivers and rivulets crisscrossing the landscape. With more than 6000 trail bridges in place, about 1.2 million people cross them every day, demonstrating the importance of trail bridges to rural women and men. Besides providing a safe and easy river crossing facilities, like any other development interventions, trail bridges are also supposed to impact in other aspects of lives of people, such as livelihoods, social transformation and gender relations. This research will look into how the trail bridge programme, through various interventions in planning, implementing, daily operation and the maintenance of bridges, has been transforming gender relations in the communities. The research will look into policies, their actual implementation and the impacts they have had in changing the gender relations.

A research team of HELVETAS has been mobilised. The team reviewed pertinent policies of the Government of Nepal, project reports, academic papers and development articles in order to better understand the policy environment. It was realised that the policy framework in Nepal as related to infrastructure development and the rights of women and disadvantaged groups provides considerable scope for both participation and the enjoyment of benefits. It provides scope for further policy improvements towards a more gender transformative agenda. The team consulted some key stakeholders to further understand the policy gaps. Based on these, the team has proposed in-depth case study based qualitative research with a methodology that includes;

- Key informants interview of district level government authorities, regional local technical assistance providers and local NGOs
- Focus group discussion among Users' Committee Members and Bridge Maintenance Committee members
- Semi-structured interviews of female members of Users' Committees, female workers (during bridge construction) and women beneficiaries of bridges and their family members (including men). A maximum of 36 such cases will be prepared.

Nine short span trail bridges have been selected from Darchula, Argakhanchi and Morang districts which together represent all three ecological zones. Long-span trail bridges will be selected in nearby districts. With information from these sources and that from desk reviews and consultations, the information will be analysed using theory of change and critical assessment methods.

NEP2044D: Gender mainstreaming in rural transport projects in Nepal: case studies of transformative roles of women and disadvantaged groups (DAGs) at household and community levels

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Summary

In Nepal, the Department of Local Infrastructure Development and Agricultural Roads (DoLIDAR) is responsible for rural roads. Its Gender and Social Inclusion Policy for infrastructure projects is intended to be mainstreamed by the District Development Committees (DDCs), Village Development Committees (VDCs) and the Municipalities. Although Nepal has formulated gender-inclusive policies, challenges remain in the national and local implementation to achieve genuine gender transformations.

For many years, the Swiss Development Cooperation (SDC) has been assisting DoLIDAR in the sub-sectors of rural roads, bridges and trail bridges. Gender and social inclusion (GESI) approaches have been 'mainstreamed' in road-building projects supported by SDC in the districts of Ramechhap, Khotang, Okhaldhunga and Sindhuli. This has been intended to ensure the participation of women and disadvantaged groups (DAGs) in decision making. It has also intended to lead to a conducive working environment for women, in terms of safety, insurance and child care. Women and DAGs have been targeted for employment with equal wages, they have been proportionally represented in the decision making positions of users' committees and they have been trained in construction-related activities.

Project reports and evaluations suggest these interventions have led to significant changes in the lives and livelihoods of women and DAGs living in the zone of influence of the roads. There have also been changes in the practices of local governments in the districts with more equitable resource allocation in favour of women and DAGs. This research will try to document actual changes in gender relations related to projects activities over the years. The research will focus on following key questions:

- What are the most significant changes in the lives of beneficiaries (in their own perceptions)?
- How has 'gender mainstreaming' helped contribute to change women's roles in the households?
- Has 'gender mainstreaming' changed the way decisions are made in communities and districts?

The research will be carried out in Ramechhap and Okhaldhunga Districts where there are past and on-going rural road projects. The research will generate empirical evidence on how gender mainstreaming in these projects has transformed the lives of rural women and disadvantaged groups, and will explore:

- The impact of gender mainstreaming in projects on gender relations at the family/household level, community/society level and transformative impacts beyond income and employment

- The changes in lives/societies influenced by women's engagement and/or employment
- The factors that stimulate, or constrain, the achievement of a transformative impact
- Whether the gender-focused processes have been taken up by the local governments in their rural roads projects including planning, designing, resources allocation and implementation.

ETH2044E: Gender mainstreaming in rural road construction in Ethiopia: impacts and implications

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Summary

In 2004, the Government of Ethiopia initiated the Productive Safety Net Programme (PSNP) that aims at enabling chronically food-insecure rural households to increase their resilience to shocks, create assets, and become food self-sufficient. Within the PSNP, members of targeted households participate in the development of community rural infrastructure, including low volume road development and rehabilitation. PSNP reaches more than 7 million people with an annual budget of USD 600 million.

Gender is mainstreamed in the program by ensuring a large number of women among PSNP recipients and by providing special arrangements to enable their participation, including in decision-making.

The objective of the proposed research is to investigate how engagement of Female Heads of Household (FHH) and Women Spouses (WS) has played out in the public works planning and implementation of roads within the PSNP at different levels (national, regional, district and village). It will also look at both positive and negative impacts of rural road development on FHH and WS (eg, asset creation, access to markets, employment, and social facilities). A related objective is to look at whether the way gender has been interpreted and mainstreamed within the PSNP has resulted in institutional changes within the implementing organisations. Finally, the research will study methods to more systematically reflect women's priorities in road development within the PSNP – for instance by engaging women (FHH and WS) both in the design of the roads and the implementation of the works, taken into account practical and cultural constraints. Moreover, the research aims at developing practical tools (designs, consultation processes, quality of work and practical work implementation arrangements) to do so – taking into account the overall parameters of implementing the PSNP programme (seasonality, cost sharing, quality of supervision, budget constraints).

The overarching objective of the proposed focus on gender mainstreaming is to promote:

- Overall positive impact of roads on women – both FHH and WS
- Opportunities for women to articulate and set their own priorities for development;
- Introduction of a holistic approach to women – both FHH and WS – participation and empowerment in order to tackle the interconnected causes of their vulnerability
- Practical improvement of living and working conditions of women, especially for FHH.

KEN2044F Gender Mainstreaming in Rural Transport Sector in Kenya

Project team and contacts

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Summary

Kenya is one of the AfCAP countries in which ReCAP is undertaking the gender mainstreaming research. The country has supportive legislative and institutional frameworks for gender mainstreaming. They include the Constitution of Kenya (2010), the Public Procurement and Asset Disposal Act (2015), the Integrated National Transport Sector Policy (2009), the Roads 2000 Strategy and Vision 2030. The institutional frameworks include the Department of Gender Affairs (DoGA) and the National Gender and Equality Commission (NGEC).

The aim of the research project in Kenya is to answer the key question: what is the evidence of gender mainstreaming efforts transforming the institutions that deliver and support rural transport infrastructure and services?

The objective of the research is to provide evidence indicating:

- (i) that having had to deliver a gender mainstreaming agenda has (or has not) resulted in:
 - (a) changes to the composition of staff of the rural transport institutions
 - (b) changes in budget and expenditure allocations
 - (c) changes in the way decisions are made in those institutions
- (ii) the factors that stimulated or constrain such changes
- (iii) whether changes are positive or problematic
- (iv) whether or not the changes are sustainable.

The research is being carried out in Nairobi and in three counties: Murang'a, Machakos and Homa Bay. All three counties have different socio-economic, livelihood activities and ethnic groups that require relevant transport infrastructure and service needs for women and men.

The target institutions for the study include:

- (i) policy development and oversight institutions
- (ii) implementation institutions
- (iii) financing institutions
- (iv) community level contractors, cross-cutting development institutions and transport service provider institutions.

RAF2044G: Assessing opportunities and obstacles for gender mainstreaming in the motorcycle taxi sector in rural Sierra Leone and Liberia

Project team and contacts

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Summary

While the rural transport revolution based on the motorcycle taxis has been a spontaneous and market driven development, the sector remains highly gender imbalanced. In Sierra Leone and Liberia, the overwhelming majority of motorcycle taxi drivers are males, serving what is perhaps a majority female clientele. But there are some female motorcycle-riders as well, often much favoured by passengers, given their reputation of being less reckless riders, less likely to be under the influence of drugs/alcohol and with no risk of sexual harassment (particularly relevant for late night or longer journeys to more isolated areas). Nevertheless, despite the demand, female motorcycle taxi drivers are still a tiny minority and limited to peri-urban areas. What are the structural causes and barriers that prevent gender mainstreaming - both in engagement and employment - in motorcycle taxi service delivery?

This research will:

- a) establish the main barriers and challenges women experience in becoming motorcycle drivers in semi-urban and rural settings and how these can be overcome (training, credit, awareness, policy change)
- b) assess whether a pioneering community-driven rural track construction project in Liberia – designed to further facilitate rural motorcycle transportation and with explicit gender mainstreaming in design, planning, and implementation – will empower women and make them more likely to take up the motorcycle taxi profession and/or opt for household/village roles or livelihood activities normally not associated with females.

Research question a) will be answered via a detailed study of female motorcycle taxi riders and passengers in the rural areas around the provincial towns of Bo, Kenema and Makeni in Sierra Leone. All three towns serve as local hubs - connected via motorcycle taxis - for the surrounding rural areas, providing access to market, health and educational facilities for rural dwellers. This will help us to better understand the rural, peri-rural and urban-rural nexus of motorcycle transportation and the opportunities and challenges for female riders within this. Furthermore, the Makeni study offers the opportunity to assess the impact of a large bioenergy sugarcane plantation on rural transformation and gender roles in the motorcycle transport sector.

Research question b) will be answered via a detailed study of a community driven track construction project in Nimba county, northern Liberia. This project aims through extensive use of local resources (labour and materials) to facilitate rural transformation and allow for livelihood diversification. Moreover, via the active and deliberate involvement of women in all aspects of the track planning, design, implementation and maintenance, it aims to empower women to overcome traditional, constraining barriers. The researchers will also gather data in the two rural towns closest to the track building site, Tapeta and Sacleapea, for comparative purposes.

TAN2044H: Impacts and implications of gender mainstreaming in the rural transport sector in Tanzania with particular reference to women with multi-dimensional vulnerabilities

Project team and contacts

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Summary

Tanzania has high gender inequality, ranking 125th in the 2014 Gender Inequality Index. Gender inequality is widespread and is seen across all sectors from the household level to the job market and the limited representation of women in political positions, despite the 50/50 commitment made at the Sustainable Development Goals (SDGs). Moreover, the index indicates that women's freedom of movement may be restricted on a day-to-day basis despite no legal restrictions on women's access to public space. Additionally, negative cultural beliefs and practices disadvantage girls and women of all ages who are often less educated, experience early marriage and have no right to own and inherit property. According to the 2015 Global Age Watch Index, Tanzania ranks 91 out of 96 countries in access to incomes, health and security. Older women, especially those living alone, those with disabilities and widows, are often marginalised and are especially vulnerable to discrimination and abuse.

In 2003, Tanzania adopted a National Transport Policy and mainstreamed gender in rural transport. The Policy recognised rural women often faced long walking distances, negatively affecting their productivity. The policy also acknowledged that women are over-represented amongst the poor and face greater difficulties in escaping from poverty. The Local Government Transport Programme (LGTP) was implemented between 2007 and 2012 with a commitment to ensuring women's voices were heard and that they participated fully in decision-making. This was building on the Village Transport and Travel Programme (VTTP) that was introduced in 2000 in seven districts to improve the access and mobility to rural areas through a community-led approach. Adopting a broad and participative approach to the identification, monitoring and implementation of local transport infrastructure improvements potentially promotes gender equality and the empowerment of women.

The overall aim of this research is to assess whether gender mainstreaming in rural transport has had a transformative effect on women facing multiple forms of discrimination and exclusion.

Specifically, it will answer the following questions:

- Did gender mainstreaming in rural transport programmes in Tanzania result in transformative changes for women?
- Are women facing intersecting inequalities benefiting from gender mainstreaming programmes?
- What are the transformative changes women with multidimensional inequalities (specifically older women, women with disabilities and widows) would like to see through gender mainstreaming programmes?
- What are the constraints and factors facilitating transformative changes for women facing multiple levels of exclusion in rural transport programmes such as VTTP and LGTP.

- What disparities (if any) women with intersecting inequalities have in access, use and benefit from the mobile phone/ICT technology that is bridging the rural transport and communication gap?

RAF2044J Scaling up gender mainstreaming in rural transport: analysis of policies, practices, impacts and monitoring processes

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Summary

This research project is undertaken in recognition that there still exists substantial gaps in knowledge, policy and practice in respect of sustainably mainstreaming gender equity interventions in rural transport and access programmes. This position was affirmed through a robust virtual discussion, facilitated by the Gender and Transport Network (GATNET) in November 2015. There was general consensus that gender mainstreaming has not been as effective in achieving transformative impacts as intended. More evidence to support policy and practice was urgently required.

In response to the outcomes and recommendations from the discussions, the International Forum for Rural Transport and Development (IFRTD) in conjunction with its network members in Ghana, Uganda, Tanzania and Kenya prepared to deliver a multi-country case study based on two primary countries, Uganda and Ghana where detailed research will be undertaken. Kenya and Tanzania will provide supplementary desk-based case studies. The project duration is eight months.

The research is based on the premise that the opportunities to access, use and benefit from rural transport systems differ between men and women. The research outputs will contribute to knowledge and practice by seeking to answer two main questions that are persistent challenges to gender mainstreaming in the rural transport sector. These are:

- a. What tools, indicators and targets have been used across different rural transport projects/programmes. What has been their success and weaknesses? How can these be improved? What cross-country lessons on the use of the tools can be learnt and be disseminated?
- b. What are the factors that can lead to successful scaling up of gender mainstreaming, ie, from donor-supported projects to national programmes and policies?

The project will employ qualitative methods of data collection and analysis, with document reviews as well as key informant interviews at the national levels. The project will include literature reviews, networked country case study research, data analysis, synthesis, report writing and dissemination.

The research is based on a selected combination of past and ongoing projects. Completed projects will enable us to audit the sustainability of the gender components and distil the lessons that can be learnt, while a review of ongoing programmes is an opportunity to provide feedback to the projects and examine ways of improving their tools, indicators and targets for gender mainstreaming.