



## Gender Inclusion Better Achieved by Design

*Gender inclusion in road transport projects can be considerably high, if the project was designed with a mandatory inclusion policy and practices, an SSATP survey of nine projects in three countries demonstrates. The best engineered project which was in Uganda, had inclusion rates of up to 32% compared to 3-5% in the other projects.*

The SSATP women and transport group initiated at the 2005 Annual meeting in Bamako identified the survey of transport and gender inclusion, as one of its priority activity for the 2006 work program. The rationale was that, while some attention had been given to gender (in rural transport), the subject had yet to be seriously addressed across the full range of SSATP actions. The survey was therefore suggested as a first step, in the process to identify issues and solutions towards the strengthening of women inclusion in transport projects of member countries.

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## SSATP Coordination in Malawi

Most SSATP member countries have established a SSATP coordination function to facilitate the development of transport policies consistent with good practices in the region. In this process, member countries designate a national coordinator to champion the promotion of sound transport policies. SSATP Newsletter has invited Jephther G. Chagunda, Malawi's national coordinator to share the experience of Malawi's transport policy development process.



Mr. Chagunda is the Coordinator of the Malawi Rural Travel and Transport Program (MRTTP), under the Ministry of Local Government and Rural Development. Mr. Chagunda was officially designated as the national coordinator in 2005, after being a coordinator of the Rural Travel and Transport Program. *(continued on page 3)*

## The Output to Purpose Review (OPR) of the Long Term Development Plan

The recently completed OPR has proposed that the second Long Term Development Plan (LTDP) should concentrate on the development and promotion of transport knowledge and good practices to support effective and viable transport policies. There is a consensus within member States that such policies should facilitate both poverty reduction and economic growth.

The OPR was intended to assess progress of the (LTDP 2004-2007) and provide proposals for its successor. The review was carried out between May and December 2006 in a participatory manner, involving 23 SSATP member countries, 7 Regional Economic Communities, partner institutions and donor agencies.

As one would expect from an assessment of a program covering 32 countries, several regional and sub-regional organizations, the Review highlighted both the strengths and weaknesses of the Program. However, the overall conclusion was that the SSATP has adapted well to a changing environment, is providing effective support to its partners towards developing coherent transport policies and is contributing to the development of a professional capacity to deal with the key transport issues.

The OPR has analyzed the relevance, effectiveness, efficiency and impact of program activities and results in relation to the LTDP outputs and has provided conclusions and recommendations (See summary on page 4).

In relation to the successor program the OPR suggested that:

- The program must have a coherent and rational framework with achievable Outputs and Purpose developed through a participatory process
- The objective of the next phase needs to take into account the real demand from the countries involved
- The focus should be on the role of transport to facilitate economic growth and poverty reduction
- The program should support NEPAD's objectives for bridging the Infrastructure gap
- SSATP will serve as a centre of knowledge and good practices for coherent and equitable transport strategies
- There will be greater dialogue with government and donors in relation to effective sector policies
- SSATP should assess its comparative advantage and focus on areas of potential major impact, and consider piloting policy development in few countries
- The SSATP national coordination function should be strengthened
- There should be greater emphasis on cross-cutting issue, in particular gender and employment

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The specific objective of the survey was to assess the inclusion of women-related issues in the preparation, the design, implementation, monitoring & evaluation (M&E) of transport projects. Guinea, Malawi and Uganda were selected as pilot countries. The criteria for the selection of the road projects were: a) ongoing important (i.e. *not* small and marginal) road, rail, water, urban or rural project, and b) sufficiently representative of transport projects/ programs in the country, so that useful lessons and recommendations could be drawn. The survey was carried from September to December 2006.

A total of nine road construction and rehabilitation projects were selected: two in Malawi, three in Guinea, and four in Uganda. The analysis focused on: a) the level of inclusion of gender issues in the project documents; b) the level of implementation of the issues identified in the project implementation and c) the level of women participation in the various project phases, from concept to monitoring and evaluation.

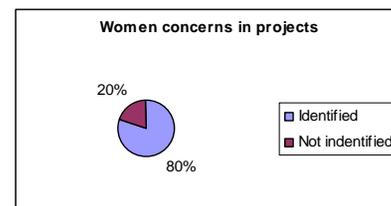


**Guinea** – Women related issues were not explicitly raised in the project documents and their inclusion in project work was poor. Two women versus twelve men participated in the decision-making functions of the projects.

**Malawi** – The general objective of the projects were to improve the living conditions of people; women related issues were not explicitly mentioned in the project documents. A handful of women participated as advisors, in feasibility study surveys, and some at the M&E phase.

**Uganda** – One of the four projects studied was outstanding compared to the rest of the nine projects. This was the Uganda road sector development program, phase 2. The inclusion of gender issues in that project; was made mandatory. As a result, women issues were included in all project documents and implemented. The inclusion of women was considered in all phases of the project, 32% at project preparation, 17%, at design phase and 14% at implementation; the M&E work had yet to start.

Gender inclusion in nine out of ten projects was poor. Four did not address gender issues at all. Among the six remaining projects,



two explicitly raised women issues, three mentioned them implicitly, and one targeted gender inclusion and made it compulsory. Uganda had the best record, but only one of its four projects distinguished itself from the projects in the other countries. Mandatory inclusion has emerged to be the only successful approach, to engendering road transport project investments. The survey report will be available on the SSATP website by August 2007.

### A new Resource Guide on Mainstreaming Gender in Transport

A new Resource Guide CD-ROM is now available to provide guidance and background materials to mainstream gender in the transport sector. It contains checklists, tools, case studies, best practices, training manuals and reports on gender and transport.



This guide was prepared under the Transport and Infrastructure Services Learning and Sharing Partnership (TRISP), a partnership between the UK Department for International Development (DfID) and the World Bank and with the support of the SSATP.

The CD-ROM can be obtained through the SSATP Program or consulted on the SSATP website [www.worldbank.org/afr/ssatp](http://www.worldbank.org/afr/ssatp)



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## SSATP Coordination in Malawi

The **national coordination function** is embedded in the regular transport policy development process of Malawi and receives all secretariat support from the MRTTP. The Coordinator works in liaison with a Steering Committee (SC) consisting of public, private and civil society representatives, which was established during the Poverty Reduction and Transport Strategy Review (PRTSR) Process. The thematic coordinators of Road Management Initiative (RMI), PRTSR, Rural Roads, Indicators, Urban Mobility, Gender and Transport, Regional Transport, and Road Safety are represented in the steering committee.

**Malawi's transport sector:** 85% of Malawi's 12 million (estimate at 2007) population live in rural areas, while Malawi's economy is agro-based, demanding efficient rural transport services. Malawi's transport system currently includes 24,929 km of roads, 810 km of railway, 4 major lake harbors and 3 major airports, 33 aerodromes and a national carrier and a vehicle population of over 300,000. Transport cost is high, accounting about 56% of the value of export, compared to an average of 14% for Africa (17% for Zambia), and of 8.6% for all developing countries. Recent studies indicated that the main factors for the high transport cost are lack of competition between the roads and rail sub-sectors, the need to improve regulatory instruments and procedures, and road condition.

Cognizant of this transport, including the Shire – Zambezi waterway access to the Indian Ocean, is a priority sector in Malawi's Growth and Development Strategy (MGDS), which is a second generation poverty reduction strategy. In 2004-05, Malawi carried out a Poverty Reduction and Transport Strategy Review (PRTSR), facilitated by the SSATP, and the subsequent outcomes were fed into the MGDS and influenced the way transport treated.

The transport sector is moving towards a sector wide approach (swap) programming and the development has started with a Road Sector Program. Likewise, the recommendations of the PRTSR will help to shape Malawi's new transport policy and sector program, informing the strategies to be responsive to the transport demands of the priority economic and social sectors of the MGDS.

SSATP activities in Malawi date way back to the mid-90s when the road sector reforms were initiated in member countries and Road Management Initiative studies took

place in 1995. The results of the studies led to the reorganization of the Ministry of Works and Supplies to Ministry of Transport and Public Works to be responsible for policy direction and formation of the National Roads Authority by an act of parliament in 1997 as an implementing agency with a Road Fund. In the same year the National Construction Industry Council was also established with an act of parliament to be responsible for regulating and developing the industry. In May 2006, the parliament passed a bill to separate the Road Fund from the National Road Authority for effective operation of the sub sector. The two Boards became operative on 1<sup>st</sup> January 2007.

Management of transport indicators as well as mainstreaming cross-cutting issues are some of the ongoing SSATP initiatives which have been integrated into the national transport program. The coordination function communicates with stakeholders through Malawi's SSATP Monthly Update Bulletin which was established in July 2006.

## News

### **Infrastructure Consortium for Africa (ICA)**

*Hachim Koumare, Chairman of the SSATP Board attended the Infrastructure Consortium for Africa (ICA) meeting, in Berlin, from 17 to 18 January, 2007.*

*Mr. Koumare moderated the session on road transport development in Africa and made a presentation on "how does transport respond to regional integration demand and changing trade patterns", with an emphasis on what SSATP has done and will be doing in this respect.*

*The need to support capacity building efforts of the Regional Economic Communities and the African Union Commission in infrastructure attracted much attention.*

### **SSATP Constituent Assembly meeting**

*The SSATP Constituent Assembly (CA) met in Brussels January 30-31, 2007 to give guidance on the way forward in developing the new SSATP strategic development plan. It was clearly expressed that the new plan had to focus on areas where the Program has a comparative advantage: policy development, networking, convening power and dissemination.*

### **Financial support to the new strategic development plan**

*On March 29, 2007, during the World Bank Transport Forum, SSATP briefed donors on the draft framework of the new development plan. This briefing exercise allowed them to express their intentions towards supporting the Program. SSATP will keep the dialogue in order to ensure their full commitment.*



**The Output to purpose review - summary of conclusions and recommendations - Continued from page 1**

Outputs	Conclusion	Recommendation
<b>Output 1.</b> SSATP program approach implemented at country and regional level	-The PRTSR has encouraged an inter-sectoral appreciation; -Program integration constrained by lack of coordination between themes and lack of influence of coordinators -The SSATP approach to road management & financing incorporated into sub regional associations	-Urge countries to provide high level representation on the SSATP coordination; -The PMT need to ensure the coordination between theme leaders and coordinators; -Countries define & cost annual work plans
<b>Output 2.</b> Stakeholders engaged in ensuring coherence between transport and poverty reduction strategies	-The PRTSR initiated a cross-sectoral discussion of the role of transport in relation to poverty reduction - Limited input from the main line technical agencies -The RMF has contributed significantly to the coherence of transport policy and economic growth strategies	-Organize sub regional seminars for policy makers on the means to implement a pro poor transport approach -Co-opt main line technical transport agencies in PRTSR - Support implementation of recommendations of PRTSR
<b>Output 3.</b> Appropriate institutional development strategies and secure financing mechanisms adopted and implemented	-Sub regional associations are promoting SSATP approaches on road funds and road agencies -Countries are engaged in developing and using data bases for more effective planning and monitoring - Rural and urban transport received less attention -Capacity building institutionalized in African agencies	- Assessment the need for RMF training - Finalize and act upon the results of the assessment of the use of RMF tools - Reassess resource allocation to the ATS theme in the light of its potential contribution to poverty reduction
<b>Output 4.</b> RECs and national governments adopt trade and transport facilitation measures	-The program is seen as a useful source of knowledge and technical support, but promoting SSATP approaches is a challenge - REC-TTC provided the basis for effective collaboration -The use of SSATP resources was effective and efficient	- Develop guidelines on corridor management for RECs implementation - Carry out before and after studies on reduction in transport costs engendered by the work on the corridors
<b>Output 5.</b> Increased Africa based program management arrangements	-Regional coordinators have improved coordination however issues of mandate and authority remain - National coordinators are often not influential enough - Donor and World Bank country offices often unaware of responsibilities of national coordinators	-Clarify the role & responsibility of national coordinators -Regional coordinators to be provided with administrative support and their roles fully understood by all SSATP staff - Consider additional seat on the SSATP board to a country representative

## Events

### Stakeholder workshop

A workshop to agree on the framework of the new strategic development plan will be held in Nairobi April 23-24, 2007. The workshop will be attended by representatives of selected member countries, regional economic communities, regional associations and organizations.

### RONET (Road Networks Evaluation Tools)

A new evaluation model at macro road network level, comprising two modules: *the Current Condition Assessment Module* providing network data (road condition, traffic levels, asset values, monitoring indicators) and *the Performance Assessment Model II (PAM II)* calculating road works distribution, road user benefits, network condition, asset values and corresponding budgets for different scenarios.

Four pilot countries, Ghana, Mozambique, Tanzania and Uganda have calibrated and tested the model. The last review meeting was held in Washington in March, and Version 1.0 is expected to be released in July.

## About Us

“The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Sub-Saharan Africa. Sound policies lead to safe, reliable and cost-effective transport, freeing people to lift themselves out of poverty, and helping countries to compete internationally.”

The SSATP is a partnership of

- 35 SSA countries
- 8 Regional Economic Communities
- 3 African institutions  
*UNECA, AU/NEPAD and AfDB*
- 8 active donors  
*EC (main donor), Denmark, France, Ireland, Norway, Sweden, the Islamic Development Bank and The World Bank (host)*
- Numerous public and private State and regional organizations

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