

Gatnet Virtual Consultation for the World Bank Transport Strategy (2007 – 2015)

Summary of week 1 and 2 discussions

1.0 Introduction

As part of the ongoing consultations on the draft World Bank Transport Sector Strategy, the GATNET Community of Practice [CoP] offered to review the extent to which the draft strategy employs a gendered approach in the analysis of the challenges and priorities for the transport sector globally

This is a [preliminary] summary of 19 contributions from GATNET, involving 13 people as recorded from 3rd - 13th of April 2006. The discussions were organized around a set of issues and questions which are attached in annex 1. The summary tries to reflect the range of contributions received, and does not necessarily follow the structure in which the questions were presented.

The summary is organized into the following sections:

- 2.0 General review:
- 3.0 Section by section profile:
- 4.0 Summary of Recommendations:

2.0 General Review

Most people found the draft document accessible, well laid-out and easy to read. From a gender view-point, key concerns can be summarized as follows:

2.1 A starting point for the discussion was the question whether, overall, the document offers a sufficient framework from which gender-informed strategies can be advanced. While some responses suggested that the shortcomings in the draft could be dealt with by sharpening the gender dimensions in various sections, many of the contributions also implied that the document fails to engage a gendered view of the issues and priorities right from the start. The introductory and foundational sections of the document [Pages 1-2], fail to present gender as a key anchor to the analysis and setting of priorities in the strategy. Subsequently, and despite a few references to gender in pages 10-16, overall gender thinking is patchy and fragmented.

2.2 It was suggested that to begin with, an unequivocal gender tone and direction should have been set, if not by the title, at least in the explanation given to the title. While the strategy makes notable advances in incorporating a social agenda in the transport sector, it fails to provide strategic leadership in profiling the role of gender in achievement of desired transport sector goals. One contributor observed the gender neutral direction taken by the title as follows:

“[...To ensure the strategy is truly anchored in gender thinking]...I would start from the very beginning. More could have been done with the title to reflect social issues. The choice of words in the title **Safe Clean and Affordable... Transport for Development**gives a clue to the... [gender-neutral] thinking...”.

2.4 There are a few sections that present a gendered perspective on some of the issues. The discussion of MDG goals, [Pgs 10 and 16], Section 2.5 on the impact of roads on health status of women, gender disaggregated data in box 2.2, the importance of IMT in box 2.3, box 2-4 on specific transport needs, and pages 14 and 15 (in relation to improved access to social services). Most responses saw the isolated mention of gender/women/girls as insufficient.

2.5 Further it was observed that while the strategy draws many of its other arguments and positions on the basis of studies done, especially by the Bank, no reference is made of the World Bank Commissioned studies of integrating gender in transport sector programmes. The

recommendations made by gender cases studies and other studies on transport and gender are still valid, but remain unimplemented

2.6 There is a reservation about the general ability of the Bank itself to satisfactorily implement gender informed programmes not only in the transport sector, but in other sectors. By way of example, an argument was made that transport itself cannot play a “gender-significant” role in trade, in the context of existing international trading patterns that are themselves not well gendered. It may therefore not be enough to argue for a gender informed transport strategy, but also to continue with other parallel efforts to make the Bank more gender accountable in policy and practice via continuous independent reviews and critiques of its positions.

3.0 Section by section profile:

3.1 **Transport and MDG’s:** While the section lists all the MDGs, including promotion of gender equality, the subsequent elaboration fails to integrate a gender perspective on ways in which transport is expected to make an impact on MDGs. The sections below illustrate the point further

3.2 **International Trade:** [Section 2.2]: Promotion of international trade is one way by which transport contributes to MDGs. It is observed that discussions on international trade liberalisation tend to focus on male dominated export commodities, ignoring local marketable goods that women are involved in. Additionally, the role of transport in international trade is always seen in the context of international transport by road, air or sea. This ignores the significant gender and transport issues for women working in town-to-town trade, cross-border merchandising or in export oriented industries and horticultural farms. Key issues include safety and security of transport, synchronization of transport with working schedules etc. This has implications for the development of transport systems that recognise the gender aspects of participation in local and international trade

3.3 **Making cities work better** [Section 2.3]:. The strategy should underscore the underlying gender distinction in the patterns and purposes of urban trip making. This knowledge would have a bearing on the development of IMT’s infrastructure and services, public transport facilities, routes, fares and service schedules

3.4 **Increasing economic opportunities in rural areas** [Section 2.4]. This is another section that is gender-neutral. It is assumed that economic opportunities through agriculture and social development through health and education will benefit men and women equally. It should be easy to show how transport will help address such issues as gendered-time poverty, and economic empowerment through labour based methods, and small scale contracting.

3.5 **Health and Education** [Section 2.5]. In this section, impacts such as maternal mortality are mentioned as if they are a side effect of a general transport intervention rather than as an outcome of a gendered way of delivery of services. Box 2-3 on the importance of NMTs could make more recognition of the gender issues in access and use of IMTs. Box 2.4 'Specific Transport Needs' recognizes the need for transport to address women's different travel needs and links this to the gender equality MDG; but the discussion here could be stronger as the World Bank has conducted research in this area. Also, gender equality should not be just a goal but also vital to the attainment of all the other MDGs.

3.6 **Measuring Results and Sharing Knowledge** [Section 2.7]. This section should help profile the dearth of gender disaggregated data. This would be an important step towards institutionalizing the collection and analysis of gender disaggregated data in the sector.

3.7 **Regional and Global Perceptive** [Section 4: The section highlights contemporary development issues, including HIV/AIDS but misses gender! In the case of Africa for example [and in many other regions] the section needs to capture the fact that African women constitute

majority of poorest but contribute most to agricultural production, which is the main-stay of the economy. Women poverty is closely associated with lack of ownership and access to appropriate transport technologies to reduce time and energy in the chain of agriculture production, processing and marketing.

3.8 Global partnership and other affiliations: Should mention IFRDT AND GATNET

3.9 Strategy updates [Section 5]: Realigning Our Approach: There is a need to refocus and think about implementation. Making sure the World Bank Transport Department works with others in the fields of gender, health and other programs so that knowledge and best practices are not lost. Priority should be accorded to: Wider application of gender issues, transport infrastructure and services, IMT and building capacity to enforce compliance to gender .

4.0 Summary of Recommendations:

4.1 The title of the report, its explanation or the opening statements of the strategy should be fully anchored in a gender equality perspective.

4.2 Each section of the document should highlight the pertinent gender concerns- since gender is a cross-cutting issue and the transport issues raised are not all gender neutral

4.3 There should be a heading/sub heading of gender under section 2

4.3 Section 5.2, Re-aligning our approach: should have gender as an area of renewed focus. This emphasis can be reflected in points D and E, on Improving Measurement and Sharing of Transport Knowledge, respectively

4.4 There is need for a box t which recognizes the growing research findings (many of which are commissioned by World Bank) and various conventions as well as international conferences which have highlighted gender gaps related to transport. The box can draw from the points that were generated by Gatnet members in one of the virtual discussions and were summarized by Jeff Turner as well as his summary of the 10-case studies

4.5 Need to strongly advocate for continuous gender review of the strategy in order to ensure consistency between policy and practice. There is need for an independent mechanism that allows for input into the following stages:

- Design phase. To confirm that any loan, grant or project (document) complies with the engendered strategy and MDGs.
- Appraisal – conduct routine gender reviews of all WB project designs
- Implementation and Monitoring. This is to ensure that the operations on the ground are compliant with the strategy, MDGs and WB-recipient agreement.
- Evaluation: To ensure that the evaluation and impact reports document impact on gender and MDGs and to certify that the evaluation team is engendered too

Annex 1:

Issues and guiding questions

Issue: Based on the overall organization of the document:

Question i.

Does the structure provide a sufficient framework through which key gender concerns in transport sector can be properly articulated?

Question ii.

Are there particular sections of the document that have made an attempt to present gender orientated thinking? Is this sufficiently done? What more would you like to see included?

Issue: Section 1, Origins of the Report, provides 5 bullet points on key issues and trends that are informing the new strategic directions that the Bank would like to via this document.

Question iii:

Are you satisfied that these 5 bullet points provide a sufficient framework to guide a gender informed policy? Is there a way in which you would like to see gender issues anchored right from the beginning of the document

Issue: Transport and MDGs: Section 2, sub-section 2.1, presents 5 bullet points on how transport contributes to MDGs.

Question iv: Are you satisfied that the links between transport and the MDGs as presented are sufficiently gender informed?

Issue: Strategy Update: Section Five of the document is important as it spells out the new strategic priorities and directions for the Bank. Five priorities are spelt in sub-section 5.1.

Question v: [a] Are you happy with these priorities?

[b] Do they provide an outline of a more gender empowering transport sector for the next decade?

Issue: Changes needed in order to meet priorities: Sub-section 5.2 indicates the changes that the Bank will undertake in order to meet the priorities presented in 5.1.

Question vi: Looking at the five bullet points of proposed changes, are you satisfied that they are aligned with the gender response you would like to see?