

Gender and Transport



Welcome to the
World Bank

Gender and
Transport
Thematic Group

Gender and Transport A Rationale for Action

Identifying Gender Issues In Transport

Who transports agricultural products?



Who controls means of transport?

Who do parents take out of school to transport water and fuel?

Transport can critically
increase women's
productivity and promote
social equity

How best can transport
policies/ projects identify
and respond to the different
needs of women and men?

Transport currently
represents 19% of Bank
lending **but**

Projects often do not
directly address gender
differences and women's
transport needs.

Percentage of World Bank Projects in Different Sectors which address gender (Fiscal 1997)

Sector	Percentage of projects with gender actions or components	No. of projects
Public sector management	5	20
Finance, industry, mining, oil, gas	4	24
Transport	4	27
Power	0	17
Multisectoral projects	18	22
Water supply and sanitation	15	13
Urban development	8	13
Environment	17	12
Agriculture	35	43
Education	44	18
Social sectors	62	16
Population, health and nutrition	67	15
<i>Source: PRMPO (Poverty Group)</i>		

The few gender studies conducted in the transport sector show

1. Women and men have different transport needs.
2. Women are seriously constrained in their access to transport.

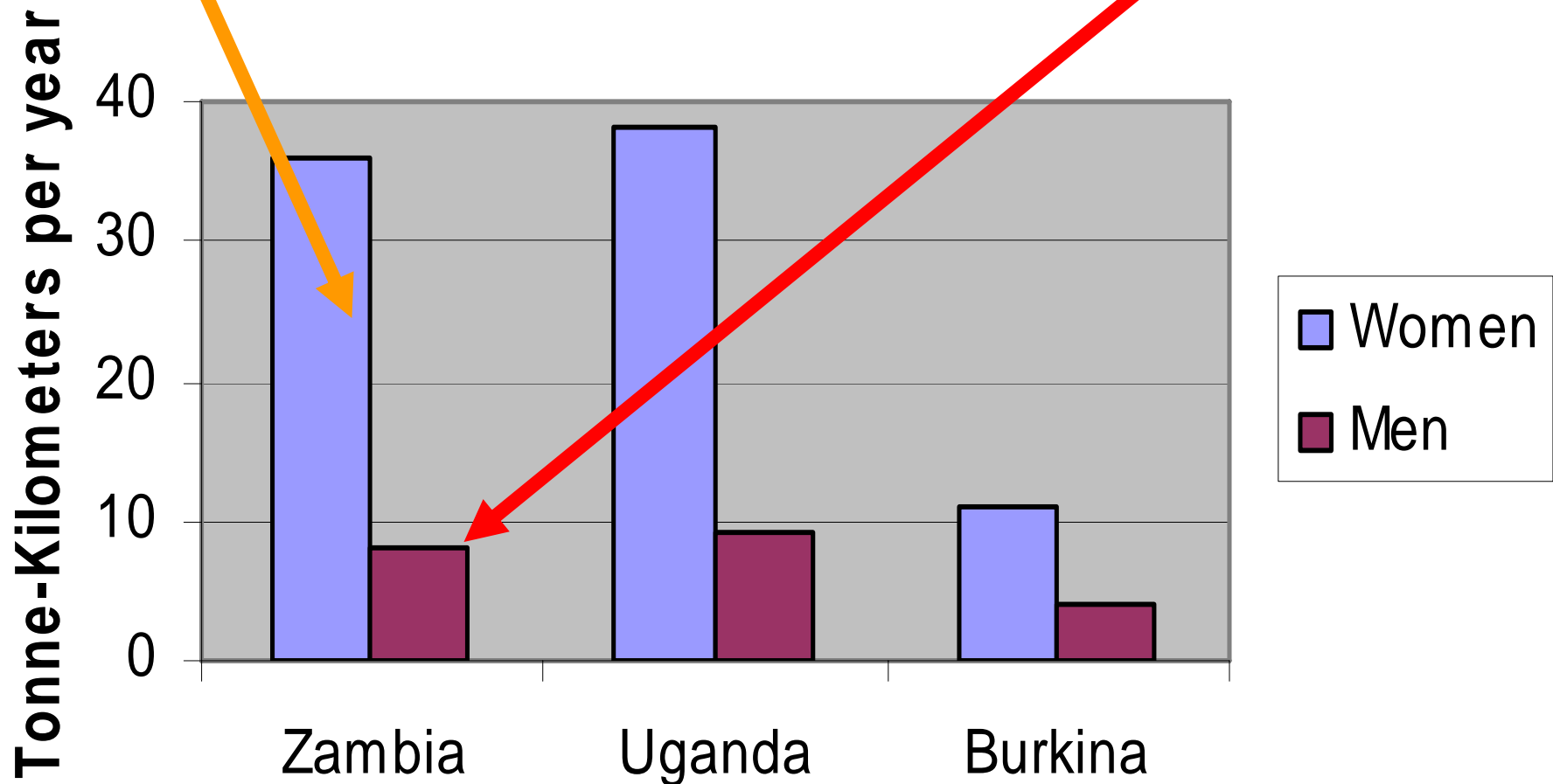
1. Women and men have different transport needs

Women's multiple daily tasks mean they make more trips, including many during off-peak hours and off the main transport routes.

2. Women are seriously constrained in their access to transport

- Men control household income
- Buses run infrequently causing hardship for women who must combine travel and household responsibilities.
- Some women will not use public transport due to sexual harassment.

In many African countries, **women** carry up to 4 times as many km/Tons as **men**



The gender division of labor leaves African women with the greatest transport burden

The average rural African woman spends an average of 1 hour to 2 hours 20 minutes per day transporting water, fuel and crops - **usually on foot.**

“Gender, Growth and Poverty Reduction in Sub-Saharan Africa”.
SPA 1998 status report on poverty

Consequences of limited access

- lack of transport limits women's access to labor markets
- lack of transport increases production costs of market women and reduces the amount of goods which can be taken to market

Poor access to transport also affects ..

- Girl's school attendance
- Women's use of health and other public services
- Maternal mortality

Lack of transport falls more heavily on women

- Long hours spent hauling water and fuel and walking to and from farm plots
- Head-loading is a major health hazard to women
- Women may suffer higher accident rates walking on crowded roads with heavy burdens.

Water collection often keeps girls out of school

In the water scarce Savanes region of Togo, only half as many girls as boys attend school - due to the time-consuming task of collecting water.

Gender, Growth and Poverty Reduction in Sub-Saharan Africa.
SPA 1998 status report on poverty

Improved access improves women's well-being

- More girls attend school
- More women use health services
- Incomes rise with easier access to markets to sell produce
- Food costs fall with easier access to markets

Road maintenance employs many women

- Major source of employment for unskilled and vulnerable women
- Potentially stable employment
- Opportunities for promotion to supervisory and administrative jobs.

Progress is being made .. some examples

- Bangladesh rural roads and markets project: creating employment for women in road maintenance
- Peru rural roads: increasing women's access to markets.

- An Ashgabat Urban Transport Project (Turkmenistan) conducted a social assessment which identified the transport constraints affecting women.

Bikes dramatically
increase women's
economic productivity
and access to services

South Africa



An Institute for Transport and Development Policy supported project ships bikes from the US to South Africa, where women entrepreneurs are trained in bike maintenance and then purchase the bikes - increasing their productivity and income.

Haiti



A woman trader who lives 10-12 km outside Cap Haitien, uses a bike to reach the city's busy downtown market - cutting her travel time at least by half.

Indonesia



Getting
to school

Other intermediate
means of transport [IMT]
also save time and
increase women's
productivity

Mali



IMT also increases the volume of goods women can transport to market to sell

If you are interested in
these issues

Please join us in

The Gender and Transport Thematic Group

A cooperative activity of
the Gender and
Development Group and the
Transport Technical
Division

The Gender and
Transport Group is
currently supporting the
following World Bank
research activities and
pilot projects

Thematic Group Supported Activities

- **Africa**: Incorporating gender into the Africa Regional Transport Strategy
- Bangladesh: Gender and Road Safety
- **Bangladesh**: Gender lessons from the Rural Road Maintenance and Dhaka Urban Transport Projects
- **Ghana**: integrating gender into the rural transport project

Thematic Group Supported Activities... continued

- Niger: Incorporating gender into transport and poverty study in Niger
- **Senegal**: Preparing gender component for national rural transport program.
- Tanzania: Incorporating gender monitoring into the Village Travel and Transport Project (VTTP).

Plus coordination with

- **Guinea**: Preparing gender component for Second National Infrastructure Program

Proposed activities

- Workshops and seminars
- International conferences
- Networking with other agencies
- Technical papers and toolkits
- Clinics for task managers and researchers
- Internal and external web sites.
- Technical and (limited) financial support to operations.

Coming Soon!!!!!!

- External Gender and Transport Web Site (June 99)
- Thematic Group Monthly Meetings
- Gender booth at Transport EXPO April 13-17
- Gender and Transport workshop April 22
- International Conference (Winter '99)

For more information contact

Michael Bamberger **202-473-6438**

jbamberger@worldbank.org

Jerry Lebo **202-458-5784**

jlebo@worldbank.org