

## Country Report 11: Senegal

### GRTI Activities in Senegal

In Phase I, funding was given for a pilot project to distribute bicycles in rural areas of Senegal. GRTI provided funding for the purchase of 100 'xtracycles' from South Africa. The improved bicycles were sold to rural women and the money from the sales used to set up a revolving loan fund to promote ownership of IMTs among rural women in Senegal. In Phase III, Senegal was funded for another activity to identify and build awareness of the best practices of integrating gender into rural transport in the sub-region. To accomplish this objective, a diagnostic study of policies and projects were examined from the Republics of Senegal and Guinea.

### Pilot Project: Introducing xtracycles to rural dwellers.

The Phase I Pilot Project was implemented by RTTP with collaboration with other organizations and Afribike, that supplied the bicycles. The main objective of the pilot project was to improve rural transport and enable the acquisition of a low cost IMT.

Bicycles were introduced in three phases:

1. The first phase was the choice of sites. Three pilot villages were chosen for the project. The sites were chosen based on their extent of isolation, availability of land for market gardening (which would lead to easier access to market) and school locations. The three villages selected were: Paoskoto village that was given 50 bikes, 50% of which were given to school children; Kabacoto village – 70 bicycles; and Darou Alima – 30 bicycles. The process of selecting and visiting the sites also provided an opportunity to sensitise the rural communities on the importance of IMTs.
2. Facilitation sessions were organized in each village with FGDs held with youth, men and women groups. During this phase, needs were identified and decisions on strategies for acquiring the bicycles were developed. Buyers were identified for each village and bicycles distributed.
3. An existing consultative committee played an important role for the project. It was responsible for identifying needs, selecting and prioritizing them and monitoring the project. The committee was made up of rural councilors, representatives of women's groups, youth representatives, inter-village development committees, technicians, resource persons and NGOs. It also chose the sites, decided upon who would receive IMTs and distributed bicycles. One of the lessons learned from the project was that it would be wise in future to create a special committee responsible for such projects with members who are less political and more representative of the population. This committee could be trained on gender and development and in negotiation skills.

### *Impact of the Pilot Project*

The impact of the project was seen in the following ways:

- ❑ **Bike riding ability:** Before the project, the number of people able to ride the bikes was low. The percentage that can ride bikes has increased greatly since the project, especially among young girls. The older women do not seem as interested in learning to ride a bicycle, perhaps due to social and cultural restrictions. The design may be modified to have a stronger and wider seat to meet the needs of the older women.
- ❑ **Savings in time and money:** Use of bicycles has resulted in a big savings on transport expenses of the parents in sending their children to school. It now takes a much shorter time for children to arrive in school. The attendance of children in school is much improved and they are more likely to perform better.
- ❑ **Improved income-generation:** Several income-generating activities have benefited from improved transport as traders or artisans are able to reach markets, customers and services. Some activities that were not possible before in the village have now opened up

### ***Lessons learned from the pilot project***

The GRTI project of introducing the improved bicycles has been a learning experience. The following paragraphs consider several lessons learned that can help to enhance the success of subsequent IMT projects.

- ✚ ***Technical problems with the IMTs:*** The type of bicycle was important as the ‘canyon’ and ‘Afribike’ bicycles seem to be the most suitable for the area. These bicycles have a greater resistance and seldom break down. Other types are not as appropriate. Tricycles were found to be unsuitable since they are unsuitable for the terrain and they are slow and heavy. They seem to be more appropriate for areas with a road or a laterite track which is in good condition.
- ✚ ***Training for continued maintenance and sustainability:*** The most common technical problems are punctures, size and durability of seats and problems with the brakes and chain drive. The standard of maintenance is fairly good due to the training provided from the Afribike team and training extended to others from the mechanic. Mechanics have played a key role in sensitizing people on bicycle maintenance. There is also a real desire among schoolchildren to maintain their bicycles in good condition. It was, however, found that the mechanics need to be empowered perhaps by lending the materials and spare parts to mechanics at competitive prices. In Paos Koto, the mechanic now spends most of his time repairing bicycles, whereas previously he received a higher income in Duiguiraye when taking care of motorcycles. Consequently, to ensure the continued participation of local mechanics, there should be some form of incentive.
- ✚ ***Reasons for low repayment:*** In Paos Koto – out of 50 bicycles, 10 were fully paid for, making a rate of payment of 20%. This category includes bicycle acquired by the children of civil servants. In Kabacoto – out of 70 bicycles, 8 buyers paid in full. Some people had to pay on a monthly basis. In Darou Alima – out of 30 bicycles, 20 had been fully paid for. The low repayment rate could be due to a

number of reasons. It had been a poor year for agricultural production. Nevertheless, the committee was formulating a sensitization strategy aimed at building awareness on the need to settle their debts. In future, it is planned that the security deposit paid for purchasing the bicycles will need to be increased and the beneficiaries rigorously identified.

### ***Recommendations to improve success of pilot projects:***

On the basis of the lessons learned, a number of recommendations were formulated:

- ❑ The allocation criteria should be reviewed and the impression that it is easy to acquire a bicycle should be avoided.
- ❑ Level of training of all stakeholders should be increased to show how bicycles can benefit participants, including people from other localities.
- ❑ Mechanics need to be further trained in bicycle management and maintenance.
- ❑ Beneficiaries should be encouraged to open bank accounts and make regular deposits for the purposes of buying a bicycle where the potential buyer will be required to pay a certain amount at determined periods.
- ❑ The price of spare parts should be reduced.

## **Diagnostic Study on the Integration of Gender into Rural Transport Policies and Projects: Analysis of Case Studies from the Republics of Senegal and Guinea**

### ***Background to the Study***

One of the basic underlying factors that demonstrate the importance of the topic is the realization that there is a strong link between inadequate or unsuitable rural transport and the poverty of rural women. This is evident when considering the following three conditions:

- ✚ The amount of time and effort devoted by women to their transport activities is so large that they have little time left for other needs;
- ✚ Less access by women to resources and services means that they have fewer opportunities to improve their living conditions; and
- ✚ Women's participation in decentralized decision-making bodies is so limited that their transport needs are missing from community programs.

Undoubtedly, the objective of ensuring that gender differences are addressed to a greater extent when preparing and implementing rural transport development programs means that the expectations from the rural development goals are increased. A suitable strategy for rural transport can effectively contribute to resolving this issue if it includes each of the following steps:

- Working towards a decentralized and participatory management of programs, genuinely open to rural women's groups,

- Moving towards facilitating access to resources and services to ensure that women themselves take charge of improvements, and
- Advancing towards identifying technical solutions as well as towards responding to women's specific mobility needs.

It was on this basis that the study considered the degree to which gender has been integrated into rural transport policies and projects in selected case studies from the Republics of Senegal and Guinea.

### *Objectives of the Study*

The objective of this study is to identify Good Practices in integrating gender in transport programs to facilitate the preparation and implementation of future rural transport programs in the sub-region. The study was conducted of past and present experiences with development projects primarily in the field of transport, but also in other relevant fields. The study reviewed these experiences, analyzing the manner in which policies and development projects were planned and implemented with consideration for gender differences. The review went on to describe some useful examples of Good Practice that integrated gender differences.

### *Findings of the Study*

A preliminary finding was the extremely rare occurrence of transport projects which explicitly take gender differences into account. This is the main limitation of the study, and as a result, it was necessary to examine more general projects to be able to find examples that are relevant to the topic. This exploratory study involved documentary research and individual interviews. Data were collected from public institutions, NGOs and various organizations including international development agencies. The documents collected were analyzed using a grid that examined men's and women's access to basic social services, as well as their participation in management and controlling infrastructure and means of transport.

A major finding is the realization that consideration of gender differences at the various stages of project cycles appears to be a relatively new approach. The findings from the review of general projects from the Republic of Guinea are reflective of the limited role played by governments in this regard. It continues to be the responsibility of the partners of development. Another major finding was concerning constraints faced by women. In order to gain access to, participate in and have control over the means of transport, a number of constraints must be overcome that are linked to culture and gender relations, poor representation in policy-making bodies, transport costs and poor technical skills among women.

### *Examples of Good and Bad Practice from Senegal*

In the review of projects from the Republic of Senegal, a series of some interesting cases of Good and Bad Practice in gender integration in community development experiences

point to the greater gender integration in projects involving NGOs, decentralized local authorities and local communities. The identified case studies were grouped in three areas with at least two examples of each. A brief summary of each is provided in the following descriptions. As can be seen, the case studies illustrate not only Good Practices, but also Bad Practices in integration of gender concerns in development projects.

1. *Management of Household Refuse* is the first type of projects which considered three examples presented in the following cases.

***Box 11.1: Cleaning up Louga mini-market***

A GIE composed of 22 youths, 9 of whom are females, is responsible for cleaning Louga Mini-market. The GIE has a contract with the council to carry out this public service. The municipality provided the GIE with carts to remove the refuse. The men are paid 12 000 francs per month and the women earn 6 000 CFA francs per month for working 3 days a week. The men felt that the women are weaker and they wanted them to participate in the work and pay them 6 000 CFA francs for full-time work, but the women refused. They agreed to work on a part-time basis, however, while carrying on other activities. This is an example of a project in which attempts to exploit the women was successfully resisted.

The group elected a woman as the Chairperson. Her male competitor pulled out of the context when he realized that the majority supported her. This shows that male domination is still a reality, but when a woman can prove herself, she can succeed, even in a male-dominated environment.

***Box 11.2: Sanitation in Castors Rufisque Suburb***

The Castors Rufisque suburb sanitation programme that was based on a partnership between the residents and ENDA Third World involved the GIE, a group of men known as DEFSI and a group of women known as FEA. The programme involved setting up a drainage sanitation network and building an overflow with residual water filtering equipment. The residual water would then be used for watering the reforestation plants.

The women's GIE had environmental management expertise due to their participation in seminars and had won the Head of State's award for women which gave them 500 000 CFA francs and 15 dustbins. They initiated a refuse collection programme and set up a business. The men empty the bins, while the women supervise the collection of the refuse, carry out awareness building activities with the households. They both carry out the composting activities.

The resources are equally shared among all the members, but each group has its own account. The women have used their earnings to set up businesses and increase their capital. However, the FEA GIE initially had a membership

of 15, but now has only 8, three of whom are married and pregnant. Once they are married, the women only participate in income-generating activities. The husband or in-laws require the women to stay at home, unless they see some economic gain from their activities outside the household. This is an example of unsustainable women's involvement due to social constraints imposed on gender relationships.

***Box 11.3: Refuse Collection Activities in Mbour20district;***

Household refuse collection at Mbour is an experiment involving a partnership between the council and a GIE from Mbour suburb to clean part of the city using traditional refuse collection methods with a cart. The GIE has bought equipment, including carts and horses, using its own funds and is paying the youth who collect the refuse from the money paid by each household for the service. The management of the GIE is only composed of men now. The women ended up withdrawing as they found the task of lifting dustbins too difficult and because they were poorly paid. There is now only one women who is responsible for supervision. This was not, in fact, a partnership, but rather the provision of a service. The women who were only employees felt they were not benefiting and eventually withdrew. This is an example of not integrating women into a project solely planned and managed by men.

2. *Development of Business Activity* was the second major area of projects focusing on the following two examples.

***Box 11.4: Joint Acquisition of Means of Transport at Ziguinchor***

The women in the Santa Yalla GIE in Ziguinchor were facing problems with their produce rotting and the fees that the transporters were charging them. With the support of GTZ, they decided to acquire a canoe and a truck which enabled them to increase their earnings considerably. Due to their skills in saving money, women in the Kagamen group were able to buy a truck. These two experiences need to be further documented to better understand the management methods, successes and difficulties. This is an example of a good practice in which identified their transport problem and were able to collectively take actions to alleviate their situation.

***Box 11.5: Introduction of Bicycles to Paos Koto***

This case study refers to the GRTI project in Senegal carried out in Phase I of the programme. It has been extensively discussed already.

3. *Water Supply Management* was the third area of project interest with the two identified case studies as described in the following case studies. One of the case

studies was clearly a Good Practice while the other was an example of a Bad Practice.

***Box 11.6: Using a Cart for Water Supplies at Kaolack***

In a suburb on the outskirts of Kaolack, the women, exhausted by the amount of time spent each day collecting clean water due to the fact that they live in an unserviced shanty town, have organized themselves to acquire a cart and donkey with the support of an NGO that also provided them with training to manage the enterprise. Not only did purchasing the cart reduce the domestic work load, but it also generated other resources. The women used the cart to sell water to other women. Their earnings were used to cover maintenance costs and feed the donkey, and the surplus is kept as savings to fund other activities. According to recent reports, with the installation of a water supply network, the women now use the carts to collect household refuse. This is an example of a Good Practice in which women, supported by an NGO, collectively organized a system for alleviating a major part of their transport burden resulting from daily fetching water. When the water situation improved, they were able to adjust their transport system to alleviate another household problem of disposing of refuse. This has also resulted in increased income for the members.

***Box 11.7: Management of Water Supplies and Health Care in Kaffrine and Kebemer***

In Senegal, the principle of involving women in the management of community infrastructure is promoted in the health and water management sectors, but it is important to learn lessons from Bad Practices observed in those sectors. In the water point management committees, there have been plans to systematically confine the position of treasurer to women but this is far from the reality. In the *de`partements* of Kaffrine and Kebemer, 60 wells were identified that are managed by men. There is an average of 1 to 3 women out of 12 committee members and none of them occupy a key post. Rather, the women are relegated to managing the public fountains. The committees are managed by a chairperson, treasurer and secretary who are always men.

The health management committees have only involved women as a token gesture. Generally, they include 2 or 3 women who do not participate in any of the meetings and none of the positions are occupied by women. According to the Chief Medical Officer at Kaffrine, at least 60% of the income of the health facilities comes from services that are specifically for women. Women, from whom most of the income is derived, are not involved in deciding upon what this income is used for. Therefore, delivery rooms and other facilities specifically needed by women do not receive adequate attention whenever equipment is concerned.

Integrating gender into the management of community infrastructural development should not be limited to the token presence of women, but mechanisms for shared management between men and women should be set up. When the involvement of women is merely a token gesture, one cannot even begin to speak of the gender aspect and, consequently, cannot expect any change.

### ***Conclusions and Recommendations from the Case Studies***

This study examined the progress that has so far been made in Senegal in taking women's issues into account in transport projects. This exploratory study shows that there is a political will and real concern by Government to take women's needs into account in rural transport. However, gender must be considered as a factor in development and not just as a social issue. Considering women's issues in transport policy goes beyond the question of justice and equity and is an economic concern for the country's development. The effective management of projects integrating women will have a positive impact upon the country's economic growth.

In order to better understand the situation, an exhaustive situation analysis must be conducted in order to accomplish the following objectives:

- ✚ Measure the gaps,
- ✚ Examine the needs,
- ✚ Formulate strategies taking women's needs into account,
- ✚ Carry out gender sensitive training, and
- ✚ Draft a fair and equitable budget.

On the basis of the findings of the study and the need to move the process further, it is recommended that the following steps be taken:

- Identify and measure the evidence of inequality, gaps and discrimination between men and women in the transport sector in terms of access, participation and control of resources;
- Analyze the causes of the identified inequality, gaps and discrimination by systematically using gender disaggregated data and by ensuring that the social distinctions are taken into account, such as social status, age, ethnicity, professional memberships and urban or rural residence. The transport needs should then be differentiated by men and women and according to social group;
- Analyze the various factors influencing the economic situation of women at micro and macro economic levels and identify their advantages and disadvantages;
- Get tools and guides for drafting strategies and programmes so that the objectives, strategies and priorities may be identified to reduce and eventually eliminate gender inequality in the transport sector; and

- Ensure the effective participation of women in planning and the integration of gender at all levels, including design, identification, planning, implementation and monitoring / evaluation.

