

Gender and Transport



MANAGING AND FINANCING RURAL TRANSPORT 1999

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The World Bank

Overview of Presentation

- ✓ *Rationale for Addressing Gender and Transport*
- ✓ *Some Statistics*
- ✓ *Gender and Transport Issues*
- ✓ *Lessons from Recent Experience*
- ✓ *Issues for Transport Professionals*
- ✓ *Engaging Rural Women*
- ✓ *A Case Study: The Story of the Maasai Women in Kajaido, Kenya*



Rationale for Addressing Gender and Transport

- ✓ Social Equity--transport policies and programs favor men more than women, and therefore perpetuates inequality; women clearly bear the majority of the transport burden in many countries and the load should be “balanced”
- ✓ Economic and Social Efficiency--the observed distribution of “transport resources” is economically and socially inefficient (for example, underestimating the productive and social roles of women in society);
- ✓ Social Sustainability--transport investments which do not benefit women (or harm women’s opportunity), undermine project sustainability



Can we make the gender distribution of transport resources [insert word]?



...equal?, optimal?, sustainable?

Some Statistics

- ✓ In Tanzania, 70% of all rural transport tasks (measured in time and ton-kms) are performed by women
- ✓ In Ghana, men were found only 35% of the time and 25% of the effort of the load carrying effort of women
- ✓ The health impact of carrying heavy loads on the head is substantial—women typically carry loads in excess of 25kgs—and often carry loads in excess of their body weight
- ✓ Women make up only a small proportion of the employees in the transport workforce, typically fewer than 5%, but in many countries much lower
- ✓ Road safety—while women often have lower pedestrian fatality rates than men, they bear the impact through long-term care responsibilities and chronic poverty



Gender and Transport Issues

- ✓ Meeting basic needs places a major transport burden on women, who have multiple roles in the rural economy—productive, reproductive/child rearing, and as household/community managers
- ✓ A lack of more efficient transport greatly reduces women's opportunity for productive and social activities
- ✓ Much of women's productive work is statistically invisible, i.e., not captured in agricultural statistics, is unpaid, or carried out on a subsistence basis
- ✓ The social benefits from improved transport/access for women can have important implications for rural socio-development
- ✓ Women often undertake primary responsibility for retail trade in agriculture--placing the village to market travel burden squarely on their shoulders



Lessons from Recent Experience

- ✓ Women need to be targeted for inclusion in projects or they will not participate
- ✓ Inclusion in planning can also greatly influence women's participation in employment activities
- ✓ There is a key role for appropriate technology (e.g., IMT and particularly bikes and simple haulage technology)
- ✓ women's employment in works and transport can have important impacts on their socio-economic status
- ✓ Safety and cultural acceptance of private transport means for women can greatly hinder their uptake, e.g., bicycles
- ✓ Lack of gender-specific credit for transport related needs can greatly limit women's access to transport—even where credit markets exist, e.g., female entrepreneurs, homemakers, and transport operators



Issues for Transport Professionals

- ✓ Gender is not simply a transport issue—there is a need for Road Agency staff to partner with and support outside gender networks and groups
- ✓ There is a distinct lack of gender disaggregated information on needs and travel patterns—focus on gender groups as well as household or male-focused samples
- ✓ Road agencies can start with themselves, by focusing on internal staffing and human resource issues
- ✓ Raise awareness among non-transport professionals as to the impact of poor transport on women and rural development
- ✓ *One of the keys is to engage rural women in the transport planning process*





Engaging Rural Women



- ✓ Ensuring women's participation often requires a project component that directly addresses their needs
- ✓ Where they exist, work with established women's organizations—avoid setting up parallel structures
- ✓ Women's village or district councils may be a good start
- ✓ When meeting with village women, arrange meetings at times that do not interfere with household schedules/chores
- ✓ Often meeting times with villagers will need to be scheduled at least two days in advance for chores to be pre-prepared
- ✓ Follow-up meetings should be held to explain final decisions and maintain open and clear dialogue



The use of existing organizations and women's groups can be a useful place to start...



..women are eager to participate in planning and can provide valuable insight into the rural economy.



THE STORY OF MAASAI WOMEN IN KAJIADO, KENYA

Using donkeys to meet basic needs

1/ The Kajiado Rural Transport Programme is a pilot project of Intermediate Technology (IT) and the District Agricultural Office(DAO), working with Maasai women in the areas of Ilpartimo, Meto and Odorko. This case study is based on two visits to the project in 1996 and 1999 at the invitation of IT Kenya.



Background

- ✓ Kajiado is one of the semi-arid districts in Kenya, populated mainly by the pastoralist Maasai
- ✓ The “sedentarization” of the Maasai people has resulted in several changes in the area:
 - In the 1960s livestock ownership per household was about 2000—at present it averages 200
 - more cases of disease, more frequent drought and famine, higher population and potential landlessness and poverty
 - the pastoralist way of life has gradually disappeared, there have been changes towards longer term housing, agriculture and greater emphasis on schooling for children
- ✓ One of the objectives of the local government (DAO) is to encourage the Maasai to further develop their agriculture



The Maasai and Donkey Transport

- ✓ In most areas, the number of donkeys has decreased considerably after the Maasai began to settle
- ✓ They no longer need to transport household goods and now use donkeys only to carry small amounts of water
- ✓ At the same time, the Maasai are considered disadvantaged in terms of their lack of access to resources and services
- ✓ Access to water is the major problem in the Kajiado district
- ✓ Transport takes considerable time - in Odorko, it takes 22 hours for a woman to make a single trip to collect water on her back. When they were nomadic, the Maasai used pack donkeys for transporting household goods, but since they have settled down - the Maasai are under-utilising their donkeys



Men's tasks	Women's tasks	Tasks of both Men and Women
watering in Town	going to shop	meetings
fencing	beadery	looking after animals
watering animals	taking children to the clinic	drinking beers
treating sick animals	care of children at home	ceremonies
dipping and spraying	sweeping the house	shop walking
security	milking	
shallow wells	construction of house	
marketing of livestock	cooking	
	fetching water	
	fetching firewood	
	washing clothes	
	sweeping cowshed	
	collecting grass for the calves	
	brewing beer	
	washing utensils	
	weeding/planting	
	preparing children for school	

Traditional Gender roles in the Maasai community



Starting with Existing Women's Groups

- ✓ entry point for the project was existing women's groups, of which there were about 52 women's groups in the district in 1999
- ✓ they were engaged in a variety of activities including revolving savings and credit schemes and income-generating projects
- ✓ From these, the project selected eight groups



Some Results



- ✓ Before the project, Maasai women used donkeys to carry two 15 litre cans of water, which necessitated a trip at least once a day—it took one woman in the Naretishu group 5 hours to make this journey
- ✓ The project worked with the women to increase the load transported to four 20 litre jerry can, which reduced the number of trips necessary to two per week
- ✓ The Maasai women did not use donkeys for transporting firewood, and the project attempted to show women that this was possible
- ✓ The amount of firewood women fetched on their backs did not last for more than three days —with a donkey they can collect enough firewood and store it for up to two weeks, others for two months
- ✓ In 1996, women were also beginning to use donkeys for transporting fencing materials and building poles.



Local Innovation

- ✓ The methods for carrying increased amounts of water and for carrying firewood were developed with the active involvement of the women
- ✓ For example, initially the project suggested a sack be placed over the donkeys back and that the four jerry cans be suspended across from two ropes
- ✓ The women improved this technique by making large pockets in the sacks to fit the jerry cans--which minimises potential injury to the animal and reduces the weight it has to carry
- ✓ In Meto, a woman has modified a traditional pannier to carry firewood



The Use of “Saved Time”

- ✓ For the women, this saved time is valuable for carrying out other tasks, for rest and leisure and for more involvement in community work
- ✓ Some of the uses of the increased time cited during discussions were:
 - free time to sell tomatoes and kerosene (woman in Naretisho)
 - ability to start kitchen gardens
 - better watering of small livestock such as calves and goat kids (all groups)
 - more frequent washing of clothes (Naretisho)
 - increased time for group activities (all groups)
 - increased rest and leisure (Ipartimaro)



The Impact on Women's Groups

- ✓ The increased time for group activities has strengthened women's groups
- ✓ Women's groups in Kajiado have mostly been formed for political reasons and have generally been inactive, partly due to the nature of their formation
- ✓ But a major constraint to their functioning effectively has been the fact that women had little time to devote to their activities
- ✓ The Nkumba women's group had organised a meeting to discuss helping each other to build improved houses for which they had collected the material using their donkeys and for clearing land for each other
- ✓ The Nkumba group have also organised themselves to fetch water for each other



Changes in Gender Roles

- ✓ At the workshop where the task list was developed (slide 15), both men and women agreed that women had too many responsibilities and that they needed to do something to relieve their burden
- ✓ The women were also very impressed with the workshop because it was one occasion when both men and women discussed issues together
- ✓ there seems to be some resistance among the younger males in allowing their wives to use the donkeys
- ✓ the leader of the Nkumba women's group has countered this resistance by training her sons' wives



Men's Perceptions

- ✓ There has been an increased awareness among the men of the burden that multiple responsibilities place on women
- ✓ while women were intended as the direct beneficiaries of the project and its target participants, men also participated in the project and are benefiting in a number of indirect ways
- ✓ for example, men considered the fact that the young livestock were better watered a major benefit, as well as having water to bathe and for other income generating activities including the manufacture of bricks



Impact on Livelihoods

- ✓ Maasai livelihoods depend largely on livestock, but this is changing and farming and cash incomes are becoming more important—enhanced by the freeing up of women’s time
- ✓ The project increases household access to water that has a direct impact on the health of young animals
- ✓ Women were clearing land for farming and were talking about starting kitchen gardens
- ✓ One woman indicated that she had more time for business.
- ✓ Within the project, the early adopters of the donkeys have been from families that have greater wealth, but there was also evidence that Women’s groups have become a conduit for sharing families with fewer resources



Lessons learned

- ✓ The project demonstrates the importance of freeing women's time for increasing productivity
- ✓ The project also demonstrates the importance of freeing women's time for participation in group activities, which has consequences for more equitable gender relations (e.g. the access of donkeys) and for women's empowerment (e.g. the recognition of the importance of educating girl children)
- ✓ There are some lessons to be learned about the incremental nature of introducing intermediate means of transport
- ✓ Working with local institutions are important for the sustainability of project interventions, although where civil society institutions are underdeveloped, working with the local government may be the only alternative



WORLD BANK—FY99-FY00 Gender and Rural Transport Activities

- ✓ Joint-PREM/TWUTD Thematic Group (TG) to address and mainstream Gender and Transport Issues
 - J. Michael Bamberger (PRMGD)— jbamberger@worldbank.org
 - Jerry Lebo (TWUTD)— jlebo@worldbank.org
- ✓ DGF grant for RTTP Africa gender component
- ✓ Direct funding of promising small-scale pilot work through TG grant program--12 projects funded to date in Asia, Latin America and Africa (\$4000-\$15000)
- ✓ Workshops and clinics for Clients and Bank staff
- ✓ Gender and transport Web site--soon external



Thank You!

