

Some Observations on Gender, Rural Transport and Poverty Reduction Strategies

by

George A. Banjo

World Bank



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Overview of Presentation

- Poverty Reduction Strategies and Gender
- Transport - a Means to an End
- Transport Projects Have not been Gendered
- Transport has Gender Dimensions in SSA
- Some Consequencies of Existing Pattern of Women Transport Burden
- Gender Insensitive Transport Policies and Programs not Compatible with PRS
- Rural Travel and Transport Program: Objectives
- Role of RTTP in Gender Mainstreaming
- The Gender and Rural Transport Initiative
- Conclusions: Key Challenges in Gender

Mainstreaming

Poverty Reduction Strategy and Gender

An efficient and equitable poverty reduction strategy must be based on a full understanding of the *gendered nature of poverty*.

It therefore must address the needs of both women and men, promote gender sensitive project selection, design, implementation and monitoring and evaluation.



Transport - A Means to an End

- **An input into all sectors of the economy**
- **Affects the level of productivity of each sector**
- **Used by women and men.**
- *However, men and women have different roles, differences recognized in the provision of health, education, water supply and micro-credits*



Transport Projects Have Not Been Gendered

- Gender differences have received little attention in transport projects, except perhaps in pilot rural transport projects.
- Transport projects seen as technical problems of road design and vehicle operational efficiency, benefiting women and men equally, and thus, no need to give women special consideration.



Transport Has Gender Dimensions in SSA

- SSA's population mainly rural (60-70%)
- Majority of travel in rural areas (70%) revolves around domestic activities, 90% of which done by women
- Females carry more on their head in volume than carried by vehicles
- Domestic household transport activities consume on average well over 1,000 hrs/yr (about 12% of available time)
- Existing time and effort linked to travel significantly constrains female economic and social activities
- Women activity patterns more complex than men
thus their travel needs.

Some Consequences of Existing Pattern of Women Transport Burden

- Reduced opportunities for paid employment
- Lowered agricultural productivity
- Constrained access to markets
- Health problems related to head loading
- Higher school drop-out rates for girls
- Inadequate participation in social and political activities
- Inadequate access to self improvement programs

Gender Insensitive Transport Planning and Programming Not Compatible With Aims of Poverty Reduction Strategies

- **Promoting poverty reduction requires making best use of the nation's resources, including women and the girl child**
 - **Existing approaches to provision and sustainance of transport infrastructures and services is particularly a constraint on women and the girl child contributing to the goal of poverty reduction.**
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The Rural Travel and Transport Program: Objectives

Assist Sub-Saharan African countries develop national rural transport policies and strategies to:

- **Promote increased awareness of RTT issues**
- **Improve the planning, financing, provisioning and maintenance of Rural Transport Infrastructure (RTI)**
- **Improve transport services and mobility through adoption of appropriate technologies to facilitate people and goods movement; and**
- **Disseminate ‘Good Practice’ examples within SSA.**

The Role of RTTP in Mainstreaming Gender in Rural Transport Projects

- Raising awareness on the importance of gender
 - Data collection, analysis and dissemination
 - Promoting inter-sectoral coordination of actions
 - Assisting preparation of gender strategy for transport as part of national gender policy
 - Design and evaluation of pilot interventions
 - Capacity building in design of gender sensitive interventions
 - Improving methods for gender sensitive rural transport project design and evaluation.
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The Gender and Rural Transport Initiative

- **Main instrument for RTTP to achieve its goal on gender and rural transport**
 - **Established with funding from the World Bank**
 - **Key objective is to establish separate identity from RTTP hence managed by a Steering Committee chaired by UN Economic Commission for Africa and projects administered by regional NGO, MWENGO and guided by Technical Advisor**
 - **First year of operation, with activities in six countries**
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Conclusions: Key Challenges in Gender Mainstreaming

- **Demonstrating that mainstreaming has value-added**
 - **Developing appropriate 'tools' for analysis, design, appraisal and monitoring and evaluation**
 - **De-politicizing gender concerns and seeing it as**
 - **economic imperative**
 - **political necessity**
 - **instrument for poverty reduction**
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RTTP
SSATP

Thank You for Listening!!!

