

Country Report 8: Madagascar

GRTI Activities in Madagascar

The GRTI sponsored project in Madagascar was entitled *Integration of women into the Life Cycle of a Rural Road Construction, Rehabilitation or Maintenance Project* and was carried out by the RTTP Country Program. The project consisted of a gender sensitization workshop that took place during Phase II of GRTI.

Gender Sensitization Workshop

The goal of the workshop was to sensitize PTMR staff, contractors, staff of NGOs, university teachers and students, administrators, and other relevant stakeholders about gender dimensions of transport projects and the importance of female involvement. The specific objectives of the workshop included the following:

- ✚ Have a better understanding of gender as a concept,
- ✚ Increase the participants' understanding of women's roles within the different steps of rural community road projects,
- ✚ Collect genuine field data,
- ✚ Assess the impacts of rural community road projects on the living conditions of women, and
- ✚ Ensure that women participate in all phases of the project cycle of rural roads development.

A total of 25 participants attended the workshop which took place 18-20 July, 2001, with representatives of administration, rural communities, schools and institutes. Of these participants, 45% were students and professors from public work and engineering institutes or universities. The majority were female. Ministries in charge of transport, public work, population and women's conditions were represented, as well as the mayors of two rural districts. Participants were mostly from Antananarivo Region and were therefore more enlightened and elite than rural dwellers.

Findings from the Workshop Proceedings

The workshop was able to apply gender concepts specifically to a transport type of project; that is, road works. There were three major issues considered at the workshop:

1. mainstreaming gender in the first phase of rural road works,
2. mainstreaming gender in the tasks and maintenance of the rural road and tracks, and
3. determining impacts of the rural road and track projects on the living conditions of the women.

From the discussions and paper presentations, the following roles of women in the different stages in the projects cycles and the relevant case study observations were presented in a logframe as shown in Table 8.1. The goal of this illustration is to demonstrate that women can be integrated into each stage of the project cycle.

Table 8.1: Integration of women in Stages of the Road Development Project Cycle: A Case Study from Madagascar

Steps or Stages in Project Cycle	Roles of women in the process of their own integration	Field observations Case of Mahazaza
First Phase of project: <ul style="list-style-type: none"> • Sensitization • Programming • Writing project document 	<ul style="list-style-type: none"> • Contribution in multidisciplinary diagnosis • Participation in admin. and financial activities 	<ul style="list-style-type: none"> • Opinion • Creation of rural road users' associations*
Implementation of project (Assessment phase) Before project summary or details, invitation to tender document, follow-up and surveillance of work execution	Participation in technical, socio-economic, administrative and financial assessment	Checking and surveillance works performed by a woman engineer
Work execution: Excavation works, Cleaning up, Works, Roads / roadways	Possible participation of women if willing to	Carrying materials and nailing
Maintenance of the work <ul style="list-style-type: none"> • Current maintenance • Periodic maintenance 	Possible participation of women as members of users' association	Participation in activities of users' associations and maintenance work execution

* one of the users' associations appointed a woman as a member of the executive bureau

Numerous positive impacts resulting from rural road projects were identified. These impacts were not actually due solely to the involvement of women, but were due to the projects themselves. The summary of the general impacts as well as the specific impacts for the women are presented in Table 8.2. It should be noted that the participants could not see any negative impacts of the strategy in overall terms nor for the women specifically.

Table 8.2 General and Gender-specific Impacts of Integration of Women in Road Works in Madagascar

Overall Impacts	Impact of project on living conditions of women
Positive Impacts	Positive Impacts
Productive Activities <ul style="list-style-type: none"> □ Improvement in household incomes □ Protection of the environment □ Production sale □ Production facilitation □ Less isolation □ Production increase □ Increase number of hand carts □ Job creation □ Motivation of donors to fund infrastructure 	<ul style="list-style-type: none"> □ Reduction of time to walk to the market □ Increase in financial resources □ Decrease in the price of inputs for poultry farming which is a woman's task.
Communication	

<ul style="list-style-type: none"> ❑ Permanent transport services ❑ Decrease in transport fees ❑ Improved information exchange ❑ Improved service qualities 	<ul style="list-style-type: none"> ❑ Facilitation of good transport ❑ Facilitation of the service delivery toward schools out of District ❑ Reduction of travel fees
Domestic Chores <ul style="list-style-type: none"> ❑ Domestic task alleviation (water and fuel) ❑ Time and energy saving (for more activities) 	
Social aspects <ul style="list-style-type: none"> ❑ Better contacts with outside world ❑ Open mentality ❑ Increase in schooling rate ❑ Public security 	
Administrative impact <ul style="list-style-type: none"> ❑ Motivation of civil servants to work in area ❑ Facilitation of mobility toward administrative and social services (schools & hospital, etc.) ❑ Increase in local taxes 	<ul style="list-style-type: none"> ❑ Encourage female civil servants to join their services
Negative Impacts <ul style="list-style-type: none"> ❑ Poor consideration of women's specific needs 	

The workshop participants also made the following recommendations to enhance female participation:

1. Build up capacities of top level female technicians,
2. Encourage enterprises to enroll more women, and
3. Conduct pre-orientation training and/or selection tests for candidates to study in the areas of rural transport.

Lessons Learned from the GRTI Workshop in Madagascar

A few issues should be noted concerning the implementation of the GRTI workshop in Madagascar. The overall objective of integrating women into project implementation seems to be unclear in terms of which women are to be integrated. It would appear that there are two different groups of women – those who are professionals participating in project implementation and those who are rural dwellers who will benefit from easier transport conditions in their places of residence. Wanting to ensure the participation of women professionals on the basis that they are competent is a good objective. But if the goal is participation of women at the local level in road works, then just having women engineers will not guarantee female participation. The goals might have been more relevant if they were stated to convince engineers and other road works implementers that rural women are good workers and should be involved in the field projects.

In addition, the workshop presented a largely urban-biased approach with most representatives coming from the capital city. Consequently, the views of rural women were absent. General ideas on the potential positive and negative impact of rural road project implementation on the living conditions of women were presented but they appear to be too generalized and not really representing the interests of the women who are primarily to benefit. The project seems to view integrating women into project as an end in itself and not as a means to the end of ensuring gender considerations are incorporated into development efforts.

