

Country Report 10: Nigeria

GRTI Activities in Nigeria

Under Phase II, funding was provided by GRTI to conduct a study of gender specific problems affecting rural women in Nigeria and to identify solutions to the problems. A gender sensitization workshop with stakeholders from NGOs and Government ministries was also conducted to consider the results of the study and develop a plan of action. The workshop was well attended with approximately 50 participants, the majority of whom were male and engineers. It provided an opportunity to enlighten this set of policy makers and project implementers on the importance of gender considerations in transport or other infrastructural development projects. Due to administrative difficulties, the project was carried over into Phase III. The following presents the highlights of the study conducted in Nigeria.

Background to the Study in Nigeria

The study was based upon several assumptions concerning gender and rural transport that were supported by existing secondary data:

- There are gender differences in rural travel and transportation;
- The travel and transportation constraints are more severe for rural women than men;
- Much of the cause of this heavier transport burden for women is socio-cultural in nature;
- Not all means of transport would be acceptable for rural women;
- Alleviating part of the transport problem for women would improve their productivity and access to services;
- The transport constraint can be alleviated to some extent with gender-informed interventions; and
- The problems and potential solutions are locality-specific such that the same strategy is not likely to work in all cases.

On the basis of these assumption, the objectives for the study on gender and rural transport were set as follows:

- a) Identify socio-cultural barriers affecting rural travel and transportation of women;
- b) Identify acceptable means and modes of transport that will alleviate the suffering of rural women and improve their productivity; and
- c) Recommend pilot projects which will address gender specific issues in rural travel and transport.

Methodology for the Study

Taking into consideration the socio-cultural and environmental diversity in Nigeria, the GRTI study drew a sample that covered the six geo-political zones of the country: Northwest (NW), Northeast (NE), North Central (NC), Southwest (SW), South-South (SS) and South West (SW). One rural community was purposively selected from each zone:

- Yawi from Borno State (NE);
- Ungogo from Kano State in the (NW);
- Jarawa-Kogi from Plateau State (NC);

- Okwu from Imo State in the (SE);
- Ogoloma from Rivers State in the (SS); and
- Ikereku from Oyo State in the (SW).

The study made use of both quantitative methods with a survey of 271 respondents selected by stratified purposive sampling and qualitative methods, including Focus Group Discussions (FGDs), In-depth Interviews with Key Informants (IDIs) and selected participatory tools. Case studies were also derived from the secondary and primary data.

Selected Findings of the Study

The findings of the study were presented in a gender-disaggregated, locality-specific format; that is, the presentation of data from the survey were divided into male (n=91) and female (n=181) responses and by the six sampled communities. In this way, gender and regional differences could be easily identified.

The findings on personal characteristics present an understanding of the relatively low educational status of most rural dwellers, with females having a lower level than males, the socio-cultural and religious differences between localities and the common marital status with its household responsibilities for rural adults. The self-rated socio-economic status is generally quite low, although a small minority of rural dwellers including females exists who are better-off and even engaging in transport business. Nearly all rural residents engage in several productive activities for meeting their livelihood needs. Their complexity of their livelihood strategies must be understood to provide them with the necessary interventions for overall improvement in their well-being. The type of activities engaged in will naturally affect the transport needs of the rural dwellers.

The findings with regard to the social characteristics of the sampled rural dwellers and the implications for transport conditions included the recognition that household decision-making is largely male dominated even for transport-related decisions. The importance of this realisation is that any attempt to improve the transport situation for the members of the household must involve the knowledge and approval of the male head, even if the intervention is solely for the benefit of alleviating the transport constraint of females.

With the use of paired needs comparison ranking, the rural participants in the FGDs ranked transport-related needs as the overall highest development priority. Most of the respondents defined these needs in terms of more and better maintained roads, provision of additional vehicles and construction of bridges. In considering transport as a development need, their discussion was not focused upon IMT types of transport unless specifically referred to. In viewing the findings from the paired needs ranking shown in Table 10.1, it can be seen that despite the overall priority given to transportation, there are significant gender-related and locality-specific differences in ranking of needs.

Table 10.1: Rankings by Perceived Importance on Communal Needs by Paired Needs Comparison among Men and Women’s groups in Selected Rural Communities

Type of Need	Ogoloma		Okwu		Ungogo		Jarawan		Yawi		Ikereku		Average (rank)
	M	F	M	F	M	F	M	F	M	F	M	F	
Transport - related	1	1	2	1	--	3	4	3	1	3	1	1	1.9 (1 st)
Education / schools	2	6	5	6	2	3	5	1	2	6	--	--	3.8 (4 th)
Water	3	2	1	3	1	1	3	4	1	2	3	2	2.2 (2 nd)
Medical / hospital/ health	4	7	4	2	2	2	5	5	3	4	--	--	3.8 (4 th)
Market	8	4	6	4	--	--	3	2	4	7	--	--	4.7 (6 th)
Electricity	5	5	7	8	--	--	2	4	1	5	2	3	4.2 (5 th)
Agricultural inputs	--	--	3	--	2	2	1	5	5	1	3	3	2.8 (3 rd)
Natural resources (land, firewood)	--	--	8	9	--	--	--	--	--	--	--	--	-----
Employment	--	9	--	7	--	--	--	--	--	--	--	--	-----
Public Toilet	7	3	--	--	--	--	--	--	--	--	--	--	-----
Vocational training	6	8	--	--	--	--	--	--	--	--	--	--	-----
Motor park (also transport-related)	--	--	--	5	--	--	--	--	--	--	--	--	-----
Loan	--	--	--	--	--	--	--	--	5	--	--	--	-----

Note: a) The highest rank is 1, meaning that it is the highest priority among the needs identified by the local population.

b) In some cases, there is more than one type of need that has the same ranking. This occurred where the need received the same number of responses.

Environmental characteristics were found to be significant in determining the level and type of transport constraints for both males and females. Environmental degradation, particularly in the form of flooding and erosion were stated as serious problems. As a result, roads are often not motorable during the rainy season and vehicles are not available for transporting people and produce at a time when it is most needed. The findings on environmental conditions also found seasonal differences in activities and, as such, differences in transport requirements in some cases. At harvest time for specific crops, for example, there is a greater demand for transport to carry produce to the homestead and to the market. The seasonal differences also have gender variations due to the differences in the activities of males and females. Seasonal fluctuations also occur in many localities in terms of the availability of transport and in the cost.

The location of rural communities and distances to other villages, towns and cities also affects the degree to which rural dwellers are able to take advantage of social and economic opportunities that may be found in other localities, particularly markets. In a similar way, the distance to farmlands, water source and forest areas and the time needed to cover that distance results in significant time and energy being lost in accomplishing important regular, sometimes daily activities. Mode of transport needed depends, to a large extent, on the type of terrain, destination and type of activities. Within and between village transport may require IMTs, while travel to farther villages, towns or cities may require buses or other motorized forms of transport.

Specific to gender related transport problems, there were reported cases of social restrictions affecting females' access to certain types of transport. In some localities, women are not allowed to ride bicycles or use animal-drawn carts. The major reasons for these restrictions were given as cultural and religious norms. Nevertheless, since the basis for these restrictions is socially determined, variations by socio-cultural and religious groups were found. Determining the social restrictions to the use of particular types of transport is important so that in attempting to reduce transport constraints, interventions that are socially acceptable will be put in place. Otherwise, such strategies will be resisted despite the probable economic or technological advantages.

In general, both rural males and females use more than one type of transport. In some areas, women use more types of transport than men. While the type of transport used must be available, not all available types are used, sometimes because of social restrictions and sometimes because of cost or personal preference. In conducting their daily activities around the village, there is a heavy dependence upon trekking and head-loading in nearly all zones. It is not surprising, however, that the more common modes of transport are not the most preferred. The use of buses was the most highly preferred type of transport for the majority of rural respondents. Table 10.2 presents some of the gender-disaggregated findings of the study on the availability and use of different types of transport across the six sampled areas. Table 10.3 goes further to consider the types of transport used by rural males and females for different livelihood activities.

Table 10.2: Distribution of Sampled Rural Men and Women by Availability and Use of Different Types of Transport*

Type of Transport	NE-Yawi		NW-Ungogo		NC-Jawaran		SE-Okwu		SS-Ogoloma		SW-Ikereku	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Truck / lorry	3 (20.0)	4 (14.3)	---	---	2 (13.3)	---	1 (6.7)	---	---	---	5 (31.3)	1 (3.4)
Bus	5 (33.3)	12 (42.9)	9 (60.0)	27 (90.0)	12 (80.0)	28 (93.3)	1 (6.7)	6 (18.8)	2 (13.3)	5 (16.1)	16 (100.0)	28 (96.6)
Car	1 (6.7)	4 (14.3)	---	---	3 (20.0)	5 (16.7)	3 (20.0)	8 (25.0)	3 (20.0)	13 (41.9)	6 (37.5)	7 (24.1)
Motorcycle	9 (60.0)	15 (53.6)	4 (26.7)	---	12 (80.0)	28 (93.3)	11 (73.3)	29 (90.6)	5 (33.3)	15 (48.4)	1 (6.3)	4 (13.8)
Bicycle	11 (73.3)	4 (14.3)	9 (60.0)	---	7 (46.7)	6 (20.0)	14 (93.3)	26 (81.3)	---	---	9 (56.3)	5 (17.2)
Animal-drawn cart	4 (26.7)	---	---	---	1 (6.7)	1 (3.3)	---	---	---	---	---	---
Riding animal	4 (26.7)	5 (17.9)	1 (6.7)	---	1 (6.7)	---	---	---	---	---	---	---
Trekking	13 (86.7)	26 (92.9)	5 (33.3)	27 (90.0)	8 (53.3)	30 (100.0)	7 (46.7)	26 (81.3)	9 (60.0)	14 (45.2)	15 (93.8)	29 (100.0)
Canoe / boat	---	---	---	---	---	---	---	---	13 (86.7)	27 (87.1)	---	---
Railway	---	---	---	---	---	---	---	---	---	---	---	---

*Figures indicate the number (%) of respondents who are able and do make use of the indicated types of transport.

Table 10.3: Distribution of Sampled Rural Men and Women by Type of Transport used for Selected Livelihood Activities

Activities / Type of Transport Used	NE-Yawi		NW-Ungogo		NC-Jawaran		SE-Okwu		SS-Ogoloma		SW-Ikereku	
	Male n=15	Female n=28	Male n=15	Female n=30	Male n=15	Female n=30	Male N=15	Female n=32	Male n=15	Female n=31	Male n=16	Female n=29
Carry Produce Home:												
Trekking / head-loading	6	24	1	---	9	27	4	11	1	1	12	20
Bicycle	1	---	5	---	---	---	11	22	---	---	---	---
Motorcycle	1	2	---	---	---	---	4	5	---	---	---	---
Use of Animals	2	1	3	---	---	---	---	---	---	---	---	2
Push cart	---	---	3	---	---	---	---	---	---	---	---	---
Bus, car, truck	1	1	1	---	1	---	1	1	---	---	4	---
Canoe, boat	---	---	---	---	---	---	---	---	9	12	---	7
Don't carry/No response	5	1	2	30	5	3	1	5	6	19	---	---
Fetch Water:												
Trekking / head-loading	9	26	9	3	11	28	4	14	2	7	15	28
Bicycle	---	---	---	---	---	---	7	17	---	---	---	---
Motorcycle	---	---	---	---	---	---	---	2	1	---	---	---
Use of Animals	---	---	---	---	---	---	---	---	---	---	---	---
Push cart	---	---	1	---	---	---	---	---	---	---	---	---
Bus, car, truck	---	---	---	---	1	---	---	---	1	---	---	---
Canoe, boat	---	---	---	---	---	---	---	---	4	---	---	---
Don't carry/No response	6	2	5	27	3	2	6	7	8	24	1	1
Gather Firewood / NTFPs:												
Trekking / head-loading	7	26	5	---	10	26	3	16	2	4	16	27
Bicycle	2	---	2	---	---	---	10	16	---	---	---	---
Motorcycle	---	---	---	---	---	---	1	2	---	---	---	---
Use of Animals	---	---	---	---	---	---	---	---	---	---	---	---
Push cart	1	---	---	---	---	---	---	---	---	---	---	1
Bus, car, truck	---	---	2	---	---	---	---	---	---	---	---	---
Canoe, boat	---	---	---	---	1	---	---	---	---	---	---	1
Don't carry/No response	7	2	6	30	4	4	5	7	8	6	---	---
Go to market:												
Trekking / head-loading	4	22	3	---	5	27	4	14	4	5	7	12
Bicycle	3	---	3	---	2	---	9	15	---	1	---	---
Motorcycle	3	1	---	---	3	---	3	4	1	5	---	---
Use of Animals	---	---	---	---	---	---	---	---	---	---	---	---
Push cart	---	---	7	---	---	---	---	---	---	---	---	---
Bus, car, truck	3	13	4	---	6	5	---	1	2	6	8	17
Canoe, boat	---	---	---	---	---	---	---	---	4	14	---	---
Don't carry/No response	5	1	6	30	4	2	3	7	7	6	1	---

A concern that has received relatively little attention by development planners is the issue of safety for the user. Several of the discussants and informants acknowledged that the usual modes of transport, including motorcycles, donkeys, canoes and even trekking are not safe, but there is little or no alternative. Safety should be a major concern for ensuring that not only are the transport needs of the population met, but that the people are able to travel and transport their goods with minimum risk of accident or injury.

Conclusions from the Study

The following were the major conclusions from the study:

- ‘Desirable is not always feasible and feasible is not always desirable’. The suggestions of the local population must be viewed within not only the available resources, but also from the point of sustainability. Concentration should therefore be upon lower scale transport services that are ‘owned’ and maintained by the local population as much as possible, including motorized boats under the control of women’s groups. The private sector can also be encouraged to provide the needed services where long distances are involved.
- Particularly for rural women, improvements in their access to resources and services may be constrained as individuals, but their opportunities may be enhanced as members of a group to overcome gender imbalances in decision-making. Building up existing local groups or forming new ones if necessary can ensure that development benefits, including micro credit or technological innovations, reach the socially marginalized that might otherwise be excluded.
- Officials of formal organizations, whether governmental or non governmental, working with the rural population need to be sensitized to the gender implications of development programs and importance of participatory methods in project planning and implementation.
- Many of the time and energy demands required in meeting transport needs particularly for rural females could be reduced if water and firewood sources, as well as grain mills or other processing equipment could be established closer to the homestead.
- Research should be undertaken for the development of improved forms of IMT such as the suggested carrier to attach to bicycle or motorcycle or other improved carts to carry more loads at a time without greater physical exertion. This would be particularly effective in southern zones where women are able to ride bicycles. Local blacksmiths would require training in the production and repair of such innovations.
- Local transport entrepreneurs should be encouraged as they may alleviate some of the transport burden of other rural dwellers. They should not, however, be allowed to exploit other rural inhabitants due to monopolistic practices.
- Enlightenment is needed to encourage greater involvement of women in communal life. Improved access to educational, economic and other opportunities for females is a long-term goal that will not happen over night.
- A survey of local interventions should be conducted before designing a strategy for a locality which might have duplicating or conflicting activities. The GRTI / RTTP

strategies should work with existing governmental and non governmental programmes. There is significant potential for collaboration.

Suggested Plan of Action

The Plan of Action for gender-responsive transport programs can be viewed from two perspectives - short-term and long-term objectives. Pilot projects should not only focus on what can be implemented in a relatively short period of time, but should also be mindful of the long term interventions that may be required for sustainability. The following sections consider activities that can be carried out within a relatively short period of less than five years and those of a longer term nature of more than five years.

Short Term Activities

- Provision of locally appropriate IMTs to be available to rural dwellers with particular targeting for rural women. IMTs that are appropriate per zone, but not exclusive to that zone are:
 - ❖ Animal drawn carts (using oxen, donkey or camel) for states in the northern zones,
 - ❖ Bicycle drawn carts for the southern states and ‘lady’ bicycles (without the cross bar) with double carriers for most zones,
 - ❖ Manual and motorized tricycles – manual tricycles may be more acceptable in some states, while the mechanized would have wider acceptability in most areas, and
 - ❖ Improved push carts to carry loads for both northern and southern zones.
- Identification of existing local groups, with particular attention to women’s groups; assessment of their capability as channels of development assistance for members; provision of capacity building for such groups as needed; use of these groups to provide micro credit for organising transport services for members, purchase of processing or other equipment that will bring services closer to the village and obtaining IMTs for members to use.
- Survey on-going programmes by GOs and NGOs in specific localities to determine potential areas for collaboration.
- Institution-strengthening of LGA officials and other rural development practitioners on gender sensitisation, IMTs and participatory development strategies.
- Improve existing road network through collaboration and consultative meetings between government officials and local communities and decide how each can contribute to the repair and proper upkeep of the roads.
- Improve water supply for communities without a stable water supply through provision of wells or other source at a central and easily accessible location. This will reduce the time and energy required to fetch water.
- Clear / harvest water weeds and construct suitable landing jetties, culverts and canals in riverine areas.

Long Term Activities

- Commission research into improve IMTs including improved bicycles / tricycles – both manual and motorized – with carriers, push carts, and animal drawn carts. Safety of the user should be a major consideration. Training will also need to be provided to the local blacksmiths to ensure they can construct and repair them.
- Establish woodlots near the settlement to minimise the distance and time required to gather firewood.
- On a continuous basis, provide potable water and other basic infrastructural facilities, including roads, to rural communities.
- Develop environmentally appropriate means to minimise the effects of flooding and erosion with the attendant destruction of roads and isolation of rural areas.
- Enlighten the general population, particularly rural dwellers, of the need to improve transport services in, around and outside their villages and that females should be given greater access to these improved means of transport for the benefit of the entire household.
- Monitoring and evaluation of the long-term impact of RTTP activities upon the transport burden of rural males and females should be an on-going exercise.

Transport-related policy and projects should carry a long-term commitment by government and other implementing agencies. It should not be another development sector that will suffer from policy inconsistency. There must be tangible improvements to relieve the transport burden of rural dwellers in Nigeria, particularly females.