Introduction

This note is adapted from A Gender Responsive Monitoring and Evaluation System for Rural Travel and Transport Programs in Africa: A Handbook for planners, managers and evaluators by Petronella Maramba and Michael Bamberger (2001). The note gives a guide to developing a gender responsive monitoring and evaluation system.

Objectives of a monitoring and evaluation system

A monitoring an evaluation system ensures that the project is being efficiently implemented, achieving the set objectives and that the project reaches the intended target group. A gender responsive monitoring and evaluation system is useful in identifying and integrating gender issues in the project cycle. It will ensure that the different transport needs of men and women have been efficiently addressed achieving the set objectives for men and for women.

Elements of a Monitoring and Evaluation System.

Essential elements of a monitoring and evaluation system are given in figure 1.

Fig 1. Monitoring and Evaluation Model of the project implementation process.
Main types of monitoring and evaluation studies

These studies can be used to provide the information required by the rural travel and transport policy makers, planners and managers and there are as follows:

- **Input monitoring** - involves the monitoring of the actual activities against the planned.
- **Process monitoring** - assesses the responsiveness of the project implementation process to the needs of both women and men.
- **Output monitoring** - this involves the assessment of the output according to the intended design and in a cost effective timely manner.
- **Impact evaluation** - looks at whether the activities are producing the intended benefits and whether everyone is benefiting.
- **Sustainability assessment** - are the activities and programs sustainable.
- **Replicability assessment** - looks at the pilot interventions and assesses whether they were successful and whether they should be replicated at a larger scale.

Key gender issues addressed in the M/E System

A good gender sensitive M/E system addresses the following:

- Women's and men's unsatisfied transport needs should be identified.
- Positive and negative impacts of projects on women.
- Cultural issues that should be dealt with in addressing women's transport needs.
- Curb against gender neutrality assumption by ensuring women's involvement in project design and implementation.
- Transport constraints on women's economic and domestic roles.
- Cost effectiveness of providing non-transport interventions for example providing water closer to the village.

Designing a gender sensitive M/E system

There are three options in designing a gender sensitive M/E system and these are as follows:

- **Individual gender studies and gender M/E system**

It is important in that in designing a gender sensitive M/E the project should define the kind of information to be collected. This mostly depends on the type of monitoring and evaluation study the project wishes to address. Thus where the project wants to ascertain impact evaluation, plans must be made to collect baseline data so as to have comparative data to measure the impact more efficiently.

- **Integrating gender into an existing M/E system**

This involves typical gender issues to be monitored at each stage of the project cycle and these include *project identification* and appraisal which looks into identifying stakeholders and client groups and understanding women's travel and transport needs and assessing institutional capacity for managing gender responsive projects and also working with women organization and academic groups especially in the appraisal stage so as to provide insight into women's needs and constraints. *Project design* is also another aspect and this looks into
defining client groups and partners and also promoting female employment through public works. Implementation and supervision is the final aspect, which involves gender sensitive monitoring indicators to ensure that gender sensitivities approaches are being implemented and that targets are being achieved. It also looks into capacity building were it looks at such things such as funds approve for gender capacity building are actually assigned.

- **Developing an independent gender M/E system in areas where project does not have an overall M/E system**

This involves incorporating into each stage of the basic model gender issues. Before the design it is also important to understand the economic, social and institutional political context within which the program will be developed. It also involves identifying the major stakeholders interested in the gender dimensions of the project and their primary areas of concern.

**Table 1. Summary of the main steps in conducting a gender sensitive M/E system**

<table>
<thead>
<tr>
<th>Stage of the study</th>
<th>Key issues Addressed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justifying the study</td>
<td>Do both women and men constitute the study clients</td>
</tr>
<tr>
<td></td>
<td>Is the problem analysed and information collected from a gender perspective</td>
</tr>
<tr>
<td></td>
<td>Do stakeholders include women and their views and priorities</td>
</tr>
<tr>
<td>Defining the study</td>
<td>Women should be mentioned as target of the study</td>
</tr>
<tr>
<td>Designing the study</td>
<td>Women should be the target of study</td>
</tr>
<tr>
<td></td>
<td>Selected sample should be represented of both men and women</td>
</tr>
<tr>
<td></td>
<td>Data collection methods used should enhance the participation of men and women</td>
</tr>
<tr>
<td></td>
<td>Data collection instruments should be engendered</td>
</tr>
<tr>
<td>Conducting the study</td>
<td>Gender sensitive data collectors and supervisors</td>
</tr>
<tr>
<td></td>
<td>Multiple data collection methods to check quality of the data collected</td>
</tr>
<tr>
<td>Data analysis, report preparation</td>
<td>Data analysis should include gender analysis</td>
</tr>
<tr>
<td>and dissemination</td>
<td>Report discussions should be with stakeholders including women and women's organization</td>
</tr>
<tr>
<td></td>
<td>Women should be involved in the action plan</td>
</tr>
</tbody>
</table>

**Conclusion**

Most conventional M/E systems do not fully assess the responsiveness of projects to the different needs of men and women and gender differences in project impacts. Men and women have different needs and constraints and these have to be addressed differently. Hence a gender sensitive M/E system will ensure that the project is being efficiently implemented and reaches its intended beneficiaries and objectives. Figure 2 is a model of a gender sensitive monitoring and evaluation system.
Fig 2: A typical gender sensitive monitoring and evaluation Model.

**Economic and political context:** looks at
- Labor market and its effect on the men and women access to employment.
- Government policies and laws that affect transport sector.

**Institutional context:** looks at
- Involvement of NGOs and academic groups concerned with gender issues.
- Capacity of implementing agencies towards addressing gender issues.

**Project Design and Input:** (relates to project planning and resource allocation)
- Use of sex disaggregated data to bring out the difference in roles, transport constraints and needs between men and women.
- Women more involved in data collection so their needs can be addressed.
- Existence of guidelines to address gender.

**Project implementation:** (Measures the impact in which resources are being used to achieve project objectives- benefit men and women equally)
- Enhance women's participation
- Administration of small loans through women organization.
- Participatory consultation with communities on project planning and action plans.

**Project Outputs:** (Should reflect gender balance in terms of loan allocation and use of transport services)
- Level of increase in no of women owning /using IMT.
- Increase in number of groups formed and implementing the project.

**Project Impacts:** (Impact produced from the project) e.g.
- Increased economic empowerment to women
- Reduced costs of taking goods to the market.
- Improved access to places.
- Increased incomes

**Project sustainability:** (Related to the project shareholders ability to continue addressing gender even after project completion)
- Capacity of groups to work on their own strengthened
- Link with external agencies strengthened other involved agencies more gender sensitive.

**Socio-economic characteristics:** looks at
- Women's multiple productive, reproductive and community management roles and related transport needs.
- Cultural factors affecting control and use of different means of transport at community and household level e.g. social customs concerning the use of bicycles and other means of transport.