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Beyond balancing the load: gender sensitivity in the transport sector

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Efficient and Inclusive transport

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Organisation

- Concepts
 - Transport
 - Gender 1996 – 2008
- 1996 – 2008
- ✓ achievements
- Gendered elements of the transport sector
- Key thoughts to take home



Transport

- Moving people & goods
- Infrastructure
 - roads, waterways, railway, footpaths
- Transport services/modes
 - cars, buses, bicycles, boats, trains,
- Purpose
 - accessing jobs, schools, clinics, hospitals, water for household use, firewood
- Decisions on how these different elements are put together - determines the gender sensitivity, pro-poor nature of transport interventions



Gender

- Social aspects of being a woman or a man, a girl or a boy
- Gender relations
- Complex and unequal social dynamics thru' which
 - **resources** are allocated,
 - **tasks** and **responsibilities** assigned,
 - **values** held
 - **power** mobilised
- Gender identity and status linked to other inequalities – race, class, ethnicity

1996

- Unequal transport burden
- Unequal access to resources – including transport resources
- “Balancing the Load” research programme and publication
- Gender on the transport agenda - efforts of a number of organisations: IFRTD, ITDP, World Bank
- Gender analysis applied to the rural transport sub-sector





2008

- What have we done with this knowledge?
- Have we gone “beyond balancing the load”?

✓ Understanding gender differences

- Using the understanding that
 - women and men have different transport tasks and responsibilities
 - different access to resources, including transport resources
- AND
- recognising the power differences in the gender relationship
- Interventions that encourage greater participation by women in planning, implementation and monitoring (e.g. Timor Leste – Road Improvement Project)



✓ Contract labour

- Inclusion of women in labour gangs
- Contractor conditionality – becoming mainstream especially in labour based construction
(Bangladesh Bridge Replacement Project, LGED programmes)
- Increases women's income
- ?? Child care ??



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✓ Improved access to transport services/modes

- World Bank/Self-Employed Women's Association (SEWA) loan scheme
- Women only buses – Delhi, Mexico City
- ??? Rickshaws ???
- ??? Public transport ???

Gendered elements of the transport sector

- Focus on women as targets or sector beneficiaries
- Gendered nature of the institutions of the transport sector itself in terms of
 - how **resources** are allocated,
 - what is **valued**
 - how **power** mobilised



Gendered elements of the transport sector

- Market vs care economies
- Spatial planning
- Individual transport (cars) vs public transport
- Narrow concept of transport safety
- Gender biases in employment
- Gender biases in resettlement



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Market vs Care economy

- **Care** economy: Unpaid housework and taking care of household members; no direct economic activity
- **Market** economy: gainful employment, sellable products, marketable services
- **Care** economy: undervalued
- **Care** economy: largely female; men rarely have to combine gainful employment and care responsibilities
- **IMPORTANT:** Take care economy into account when planning transport interventions



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Spatial Planning

- City centres – business and commercial; wide roads
- Living and care giving areas – far from the centre, under resourced
- Long commutes
- Combining 'gainful employment' with care giving means multiple trips
- **IMPORTANT:** influence spatial planning concepts;
- **IMPORTANT:** consider the impact of the separation of living and work spaces on women and men



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Individual vs public transport

- Spatial planning (wide roads, separation of working and living areas, long commutes) promotes individual modes of transport (e.g. cars, motorcycles)
- Cars and motorcycles used and owned mainly by men
- Public transport – most often unreliable and sometimes unaffordable
- Affects women more than men
- **IMPORTANT:** Concentrate on improving public transport, especially in cities



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Narrow concept of transport safety

- Safety agenda focused on road accidents and the victims: important to consider pressure on care givers post accidents
- Safety to persons: sexual harassment
- Safety of slow moving (non-motorised) vehicles – used by poor women and men
- Safety of village level infrastructure e.g. paths, river crossings – important for transport for household needs
- **IMPORTANT:** Use a broader concept of transport safety



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Gender biases in employment in the transport sector

- Unequal access to employment – in transport construction and transport service provision
- Family rights – maternity leave
- Sexual harassment – stereotyping women workers
- Working hours – take into account responsibility for care
- Participation in trade-unions
- **IMPORTANT:** partner with organisations like the International Transport Workers' Federation



Gender biases in resettlement

- Pressure on carers during displacement and during period of readjustment
- Loss of land ownership (could also be a gain for some)
- Loss of income (from supplementary sources)
- Loss of support network (for care givers)
- Loss of common property (wells, wood lots, playgrounds)
- **IMPORTANT:** Gender sensitive resettlement action plans



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Key thoughts to take home

- Consider the **care economy**
- Concentrate on **improving public transport**, especially in cities
- Influence spatial planning
- Recognise the impact of spatial planning on women and men
- Address gender biases in employment – partner with ITF
- **Broaden** understanding of **safety**
- Create gender sensitive resettlement action plans
- Continue to invest in understanding gender and transport issues



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