

Guidelines for Promoting Gender Mainstreaming in JICA Projects 【Transportation】

Table of Contents

1. Purpose and Usage of these Guidelines	1
2. The Necessity of Promoting Gender Mainstreaming in the Field of Transportation	3
3. Procedures for Promoting Gender Mainstreaming	7
3.1 For Grant Aid and ODA Loan	7
3.2 For Technical Cooperation	9
4. Survey/Examination Items to Promote Gender Mainstreaming	10
5. Case Studies	21
6. Major References	32

1. Purpose and Usage of these Guidelines

Development, service provision, and enhancement of transport infrastructure contributes to the better welfare of people by improving access to basic services such as health, education, market, and government facilities, and also to financial and agricultural extension services.

Furthermore, reflecting diverse needs of men, women, the elderly, children, and persons with disabilities to projects in the field of transportation realizes transport infrastructure and services accessible to a wider range of people and fairer access to social and economic opportunities.

Based on such recognition, incorporating gender perspectives in projects in the field of transportation is vital for equal distribution of benefits between men and women and reduction of negative impact when there exists difference in the way how those projects affect on men and women. As a result, the quality of the entire project improves. In addition, gender-responsive transport infrastructure and service provision could give significant benefits not only on households but also on the entire economy as the participation of women who have not been in the labor market in productive activities advances.

These Guidelines focus on gender mainstreaming, as a strategy to reflect various needs to projects in the field of transportation and to contribute to the improvement of the quality of projects.

(1) Purpose

These Guidelines explain gender perspectives and how such perspectives should be reflected to operations so that JICA officials and other related parties understand gender perspectives related to the field of transportation and gender-responsive measures are taken in each stage of formulation, implementation, monitoring, and evaluation of projects.

Some gender-responsive measures in these Guidelines have conventionally been taken from a different perspective, such as safety. Another purpose of these Guidelines is to promote gender mainstreaming not only by introducing new gender-responsive measures but also by reviewing the past measures from gender perspectives.

(2) What is gender mainstreaming?

Gender mainstreaming is a process to identify development issues, needs and impacts from gender perspectives at every stage of planning, implementation, monitoring and evaluation of development policies, programs, and projects. This process is recognized as an indispensable means to achieve gender equality.

Gender equality does not mean that men and women become the same, but aims to realize a society where equal opportunities and life chances are provided to both men and women, so that everyone can achieve self-fulfillment regardless of gender. A **gender (equality) perspective** refers to a “being aware that apparently rigid division of labor or power relations existing between men and women are something socially constructed.”

For JICA projects, for example, it includes an approach to review projects from different angles; for example, whether or not the activities currently being planned or implemented in the projects can help resolve issues or meet needs resulting from different social roles men and women are expected to play or power relations based on gender; whether or not the activities cause another gender disparity; or whether women's participation in the decision-making process is facilitated in the activities of the projects¹.

(3) How to use these Guidelines

These Guidelines are designed to enable JICA officials and other related parties to have quick access to the information they need in promoting gender mainstreaming in the field of transportation. Please refer to the table below and go to corresponding sections.

Specific information on gender mainstreaming		Section to refer to	Page
Why is gender mainstreaming necessary in the field of transportation?	➡	2. The Necessity of Promoting Gender Mainstreaming in the Field of Transportation	p.3
Procedures for gender mainstreaming	➡	3. Procedures for Gender Mainstreaming	p.7
➤ For financial assistance			p.7
➤ For technical cooperation			p.9
Survey/Examination items for gender mainstreaming	➡	4. Survey/Examination Items for Gender Mainstreaming	p.10
➤ Development/Renovation of road infrastructure, Construction/Renovation of bridges			p.11
➤ Urban transportation (public transportation service)			p.13
➤ Construction works			p.14
➤ Support to capacity improvement of relevant organizations			p.15
➤ Environmental and social considerations			p.16
➤ Development of a master plan			p.18
Good practices	➡	5. Case Studies	p.21
➤ Good practices by JICA, ADB, or other organizations, in the field of transportation			p.21
➤ Case study of gender mainstreaming in ODA loan project "Dhaka Mass Rapid Transit Development Project"			p.27
Example of Gender Action Plan (GAP)	➡	Recommendations on gender mainstreaming in Dhaka MRT	p.30
References	➡	6. Major References	p.32

Please also see below for notes especially important for the use of these Guidelines.

【Important points to be aware of when using these Guidelines】

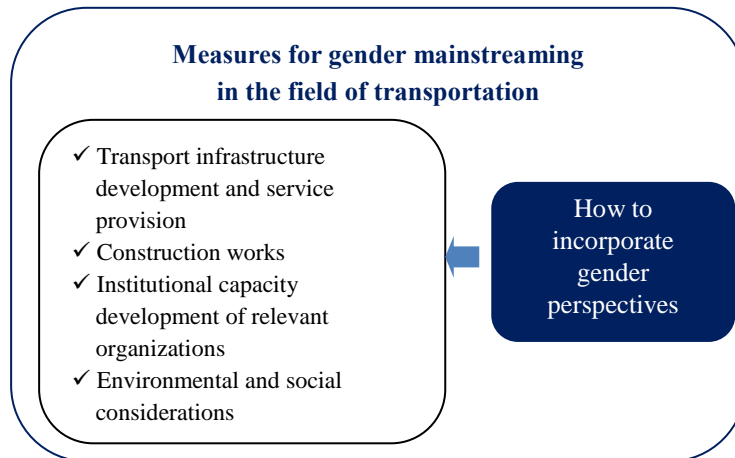
- (i) There is no need to apply concrete examples given in these Guidelines to all projects uniformly since those examples may not be applicable to target communities/areas due to differences in culture and society or for reasons relevant to the project in question. At the same time, it may be necessary to select or add sections to refer to as appropriate because these Guidelines do not cover all approaches to be taken from gender perspectives.
- (ii) In all projects, it is important to take approaches from the perspective of involving vulnerable transportation users/vulnerable groups in society (children, the aged, persons with disabilities, the poor, socially marginalized groups, etc.), in the mainstream, in addition to gender perspectives. These Guidelines are expected to help all users better understand about diversity in the field of transportation, eventually contributing to other vulnerable users/vulnerable groups in society.

¹These Guidelines for Promoting Gender Mainstreaming in JICA Projects focus on development activities from gender perspectives which seem applicable at the stage of planning and implementation of projects, on the premise that they are used by JICA officials and other related parties who do not always have specialized knowledge on gender equality and women's empowerment.

2. The Necessity of Promoting Gender Mainstreaming in the Field of Transportation

(1) Gender differences and challenges in the field of transportation

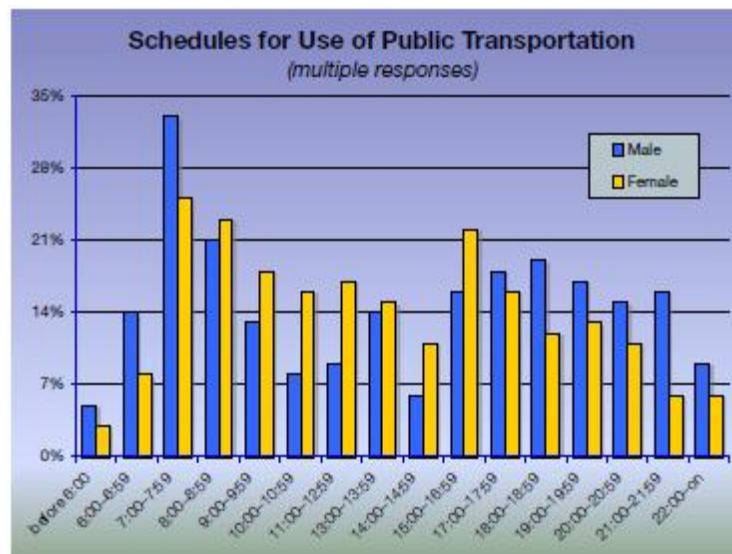
As shown in the figure below, gender perspectives can be incorporated in the field of transportation in terms of (i) transport infrastructure development and service provision, (ii) construction works, (iii) institutional capacity development of relevant organizations, and (iv) environmental and social considerations.



Many misunderstand that transport infrastructure and services could benefit men and women equally. However, gender differences do exist as described below in the aforementioned four areas in the field of transportation. It is therefore necessary to take into account such differences in formulating a project so that both men and women can benefit from the project.

(i) Gender differences and challenges in relation to transport infrastructure development and service provision

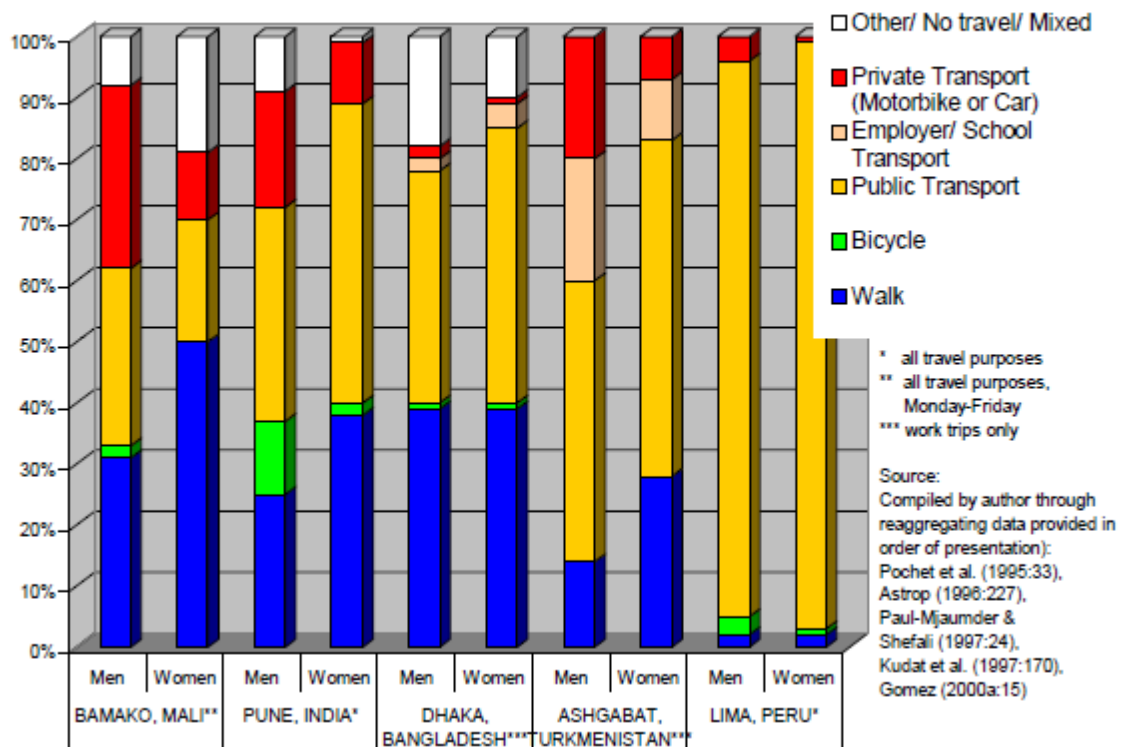
- **Travel pattern:** While men tend to travel between home and workplace during peak hours, women, who are mainly responsible for housework and child rearing, not only make a trip associated with work (activities that generate income) but also travel short distances many times outside peak hours to drop off and pick up children at schools, to accompany with a family member to hospitals, to shop at markets, and for other purposes. For example, the figure below indicates that while the use of public transportation by men is relatively concentrated in peak hours, the use by women is more levelled in terms of their schedule.



Source: Cited from Gomez, Lara (1997), Evaluation of Urban Transport in Metropolitan Lima, Gender Analysis of December 1997 Household Survey, GTZ (2007), Gender and Urban Transport: smart and affordable <https://www.itdp.org/wp-content/uploads/2014/07/7aGenderUTSept300.pdf>

- **Access to means of transportation:** Compared with women, men can possess and drive motorcycles and cars more easily due to economic and social factors. Women in rural areas and poor women in cities mostly travel on foot. This is because there are no available means of transportation, the fares are expensive, the routes and timetables do not meet the needs of women, and the distance from home makes it less accessible. According to a survey in Viet Nam conducted by the World Bank, women spend more time on traveling, although men travel a longer distance, because women travel on foot. Women often use bicycles, carts, and motorcycle taxis in rural areas and public transportation in urban areas. The figure below shows means of travel in urban areas. Both men and women are most likely to use public transportation, but as described above, men are more likely to use motorcycles and cars while women are more likely to travel on foot.

Figure 3: Gendered Mode Choice in 5 Southern Cities



Source: Deike Peters (2001), *Gender and Transport in Less Developed Countries: A Background Paper in Preparation for CSD-9*

- **Social and cultural restrictions:** Social and cultural norms may not allow women to go out on their own and may require men or older women from the family to accompany them when going out. In some cases, women cannot use public transportation as they are not allowed to have contact with male strangers.
- **Safety:** Women are more likely to be involved in traffic accidents than men as they travel on foot more often. In addition, they are more vulnerable to sexual harassment and other offenses when using public transportation.

(ii) Gender differences and challenges in relation to construction works

In general, men are more likely to participate in unskilled labor. Women sometimes cannot participate in construction works due to lack of facilities such as female toilets and changing rooms.

Furthermore, women may face discrimination in terms of employment or wages, even if they engage in the same tasks as men.

(iii) Gender differences and challenges in relation to institutional capacity development of relevant organizations

Employment in the field of transportation is male dominated as it is in other fields of infrastructure. It is said that men account for a large proportion of employees at government institutions, such as ministry of transport, and administrative divisions of transportation authorities.

An additional challenge is that needs of women in the field of transportation are not acknowledged as staff of relevant organizations lack sufficient understanding of gender issues.

(iv) Gender differences and challenges in relation to environmental and social considerations

As described below, it is necessary to take into account how projects may have different impacts on men and women.

- **Resettlement:** In many cases, men possess land ownership rights, and compensation for resettlement is often paid to a male householder, rather than being equally distributed to family members. In cases where a woman has a land-use right, not a land ownership right, she may not be eligible for compensation
- **Sexually transmitted diseases:** During large-scale infrastructure works, the number of construction workers (mainly men) from outside the local area increases, and they may come into contact with the entertainment industry, etc. In particular, construction of highways leads to increase of the number of workers looking for a job from rural areas to cities and facilitates transfer of people and goods. Sexually transmitted diseases such as HIV/AIDS spread to which women are more susceptible. To make matters worse, the power balance between men and women makes it difficult for a woman to refuse request from her husband/partner, and men are expected to take risky behaviors from gender roles.
- **Economic activities:** Compared with men, women are more likely to engage in informal economic activities, such as selling on streets. Development of areas surrounding new transportation facilities, such as freeways, can impede women to continue such economic activities, as the space for their business may become unavailable. In contrast, in the case of the construction of Sindhuli Road in Nepal, a local woman opened a clothes shop and improved her livelihood taking advantage of better access realized by the constructed road. It is necessary to be aware that projects may have different, positive and negative impacts on men and women.

(2) Impact of transport infrastructure development projects from gender perspectives

Women become able to travel more freely if, for example, street lighting is installed or safety measure against sexual harassment and other offenses are taken for public transportation. As a result, women's access to labor market and education opportunities is expected to improve. Improvement of road infrastructure and public transportation services is also expected to save travel time and make it possible for users to spend the time on other activities. Gender mainstreaming by JICA in the field of transportation would be greatly promoted if indirect impacts that projects in the field of transportation could give for gender equality and empowerment of women are taken into account from the planning stage of the projects and in the preparation of baseline data, etc.

(3) Sustainable Development Goals (SDGs) and infrastructure development

“Achieving gender equality and empowering all women and girls” is the fifth Sustainable Development Goal. In addition, the following goals and targets have also been set under the third, ninth, and eleventh SDGs, which are all directly related to transportation. In particular, target 11.2 is related to gender.

SDG	Target
3. Ensure healthy lives and promote well-being for all at all ages	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents
9. Build resilient infrastructure, promote sustainable industrialization and foster innovation	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
11. Make cities inclusive, safe, resilient and sustainable	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

It is also necessary to focus on the targets listed below as the issues are related to environmental and social considerations as well as to construction works of infrastructure projects.

SDG	Target	Related item
3. Ensure healthy lives and promote well-being for all at all ages	3.3	Eradication of AIDS and other communicable diseases
8. Promote inclusive and sustainable economic growth, employment and decent work for all	8.5	Equal pay for work of equal value
	8.7	Prohibition of child labor
	8.8	Promote safe and secure working environments for all workers

3. Procedures for Gender Mainstreaming

3.1 For Grant Aid and ODA Loan

In financial assistance, it is necessary to consider if gender perspectives should be integrated at the preparatory stage (project formulation stage). The following procedures are for mainstreaming gender perspectives in financial assistance.

- (1) Confirmation of points/issues for gender mainstreaming in the corresponding project
- (2) Survey to confirm the needs for gender mainstreaming
- (3) Proposal of project activities with gender perspectives and examination of the contents of the proposal
- (4) Gender-responsive ex-post evaluation


(1) Confirmation of points/issues for gender mainstreaming in the project

First, list up the points or issues where gender perspectives should be integrated in the corresponding project. As shown in the table below, it is necessary to determine “who” does “what”.

What to examine	Points/Issues
Who	<input type="checkbox"/> Social survey specialists <input type="checkbox"/> Environmental and social considerations specialists <input type="checkbox"/> Others
What (Which of these are related to the project)	<input type="checkbox"/> Transport infrastructure development and service provision <input type="checkbox"/> Construction works <input type="checkbox"/> Support to capacity improvement of relevant organizations <input type="checkbox"/> Environmental and social considerations

(i) Examine “who”

In general, consider the possibility of assigning specialists in charge of other areas, such as social survey or environmental and social considerations the task of gender mainstreaming, on the premise that it is not always possible to appoint a specialist on gender mainstreaming in the research team. “Others” indicated in the above box may include placement of a gender mainstreaming specialist, participation of staff in charge of gender at local offices (including national staff); collaboration with Ministry of Women of the country, NGOs, etc.; and outsourcing of the survey to local consultants or NGOs specialized in gender issues.

See p.19 for sample TOR 

(ii) Examine “what”

Confirm which of the issues in the field of transportation, namely, “transport infrastructure development and service provision,” “construction works,” “support to institutional capacity development of relevant organizations,” and “environmental and social considerations” is related to the project and can be gender mainstreamed.

(2) Survey to confirm the needs for gender mainstreaming

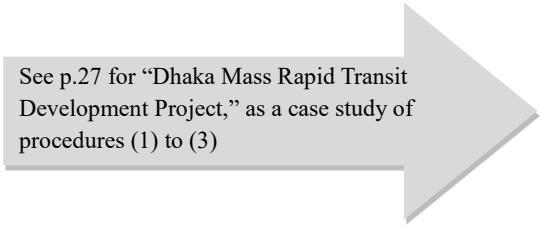
Experts in gender mainstreaming (who may also have other responsibilities) conduct a survey on gender mainstreaming with regard to items examined in above (1) (ii). See the corresponding pages in the table below for details of the items subject to the survey.

Subsector	Page
Development/Renovation of road infrastructure, Construction/Renovation of bridges	p.11
Urban transportation (public transportation service)	p.13
Construction works (common to all subsectors)	p.14
Institutional capacity development of relevant organizations	p.15
Environmental and social considerations (common to all subsectors)	p.16

(3) Proposal of project activities with gender perspectives and examination of the contents of the proposal

Experts in gender mainstreaming (who may also have other responsibilities) propose project activities with gender perspectives to the department in charge of the project and, if necessary, to the implementing institutions and other entities.

The department in charge of the project examines the proposal based on the discussions with implementing institution if necessary, to see if the proposed activities are feasible and realistic taking into account of the structure and capacity of the implementing institution. It is also important to check if gender-responsive monitoring system of the implementing agency already exists.



See p.27 for “Dhaka Mass Rapid Transit Development Project,” as a case study of procedures (1) to (3)

(4) Gender-responsive ex-post evaluation

Examples of indicators for ex-post evaluation are listed below as a reference in conducting ex-post evaluation with gender perspectives.. In case a gender-responsive ex-post evaluation is planned, the same indicators should be collected at the time of baseline survey as for the ex-post evaluation.

【Example of indicators for ex-post evaluation from gender perspectives】

- Number and proportion of male and female passengers
- Number of traffic accidents in which pedestrians are involved
- Degree of satisfaction by gender
- Travel time to basic services, such as health facilities and schools, by gender; School attendance rate by gender
- Number of men and women who started new economic activities as a result of the improvement of transport infrastructure and services
- Number of gender-based offenses in transportation and related facilities

3.2 For Technical Cooperation

The following procedures are for mainstreaming gender perspectives in technical cooperation.

- | |
|--|
| <ul style="list-style-type: none"> (1) Confirmation of points/issues for gender mainstreaming in the project (2) Survey pertaining to gender mainstreaming (3) Proposal of project activities with gender perspectives integrated (4) Examination of the contents of the proposal and implementation of the activities |
|--|

(1) Confirmation of points/issues for gender mainstreaming in the project

First, list up the points or issues where gender perspectives should be integrated in the corresponding project. As shown in the table below, it is necessary to determine “who” does “what”.

What to examine	Points/Issues
When	<input type="checkbox"/> Project formulation and preparatory stage <input type="checkbox"/> Project implementation stage
Who	<input type="checkbox"/> Social survey specialists <input type="checkbox"/> Environmental and social considerations specialists <input type="checkbox"/> Others
What (Which of these are related to the project)	<input type="checkbox"/> Support to capacity improvement of relevant organizations <input type="checkbox"/> Development of a master plan <input type="checkbox"/> Transport infrastructure development and service provision <input type="checkbox"/> Environmental and social considerations

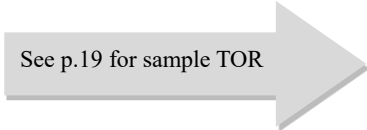
(i) Examine “when”

To ensure gender mainstreaming at all stages of the project, it is considered to be effective to incorporate gender perspectives at project formulation/preparatory stage and to share the plan with all members concerned in the project. On the other hand, since it is possible to carry out gender-responsive activities at the project implementation stage even if gender perspectives are not fully integrated at the project formulation/preparatory stage, it is important to come up with possible measures for gender mainstreaming in accordance with the stage of the project. See “4. Survey Items and Points/Issues to Consider to Promote Gender Mainstreaming” for more details of the measures.

(ii) Examine “who”

In general, consider the possibility of assigning specialists in charge of other areas, such as social survey or environmental and social considerations the task of gender mainstreaming, on the premise that it is not always possible to appoint a specialist on gender mainstreaming in the research team.

“Others” indicated in the above box may include placement of a gender mainstreaming specialist, participation of staff in charge of gender at local offices (including national staff); collaboration with ministry of women of the country, NGOs, etc.; and outsourcing of the survey to local consultants or NGOs specialized in gender issues.



(iii) Examine “what”

Confirm which of the issues in the field of transportation, namely, “support to capacity improvement of relevant organizations,” “development of a master plan,” “transport infrastructure development and service provision,” and “environmental and social considerations” is related to the project and can be gender mainstreamed.

(2) Survey pertaining to gender mainstreaming

Experts in gender mainstreaming (who may also have other responsibilities) conduct a survey on gender mainstreaming with regard to items examined in above (1) (iii). See the corresponding pages in the table below for details of the items subject to the survey.

Chapter	Subsector	Page
4. Survey Items and Points/Issues to Consider to Promote Gender Mainstreaming	Development/Renovation of road infrastructure, Construction/Renovation of bridges	p.11
	Urban transportation (public transportation service)	p.13
	Institutional capacity development of relevant organizations	p.15
	Environmental and social considerations (common to all subsectors)	p.16
	Development of a master plan	p.18

(3) Proposal of project activities with gender perspectives integrated

Experts in gender mainstreaming (who may also have other responsibilities) propose project activities with gender perspectives to the department in charge of the project and, if necessary, to the implementing institutions and other entities.

(4) Examination of the contents of the proposal and implementation of the activities

The department in charge of the project examines the proposal based on the discussions with implementing institution if necessary, to see if the proposed activities are feasible and realistic taking into account of the structure and capacity of the implementing institution. It is also important to check if gender-responsive monitoring system of the implementing agency already exists. Gender-responsive activities are implemented on the basis of the results of the examination.

4. Survey Items and Points/Issues to Consider to Promote Gender Mainstreaming

Stated below for each subsector are survey/examination items to promote gender mainstreaming. Each chart constitutes a list of survey/examination items to promote gender mainstreaming-cum-checklist.

Utilize the checklist for survey/examination, and record the status of examination for the project by writing down the results in “Results.”

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Development/Renovation of road infrastructure, Construction/Renovation of bridges】

【Survey/Examination items at the project formulation/preparatory stage】

Aspects for Survey/ Examination	Gender perspectives	Survey/Examination items	Case study	Results
Policies, institutions, organizations, etc.		<input type="checkbox"/> Current situations and challenges surrounding women in the target country (Social and economic overview) <input type="checkbox"/> Gender issues in road infrastructure development and bridge construction <input type="checkbox"/> Gender-related policies, institutions, organizations, etc., in road infrastructure development and bridge construction		
Survey of current situations and needs assessment	Men and women have different purposes and when using roads and bridges.	<input type="checkbox"/> Current situations of road/bridge use by gender [e.g. purposes and means of using roads and bridges, reasons for not using]		
		<input type="checkbox"/> (For bridges) Current situations of river use by gender [e.g. whether they use the river, the purpose if they do]		
		<input type="checkbox"/> Needs assessment survey by gender [e.g. Route selection, access to roads and bridges, safety risks] ⇒ See p.19 【Important points for gender-responsive surveys and negotiations with local residents】 for the implementation of a gender-responsive survey		
Indicators for evaluation	Implementation of projects may have different impacts on men and women.	<input type="checkbox"/> Establishment of gender-responsive indicators for evaluation ⇒ See p.8 (4) “Gender-responsive ex-post evaluation”		
Design	Men and women use roads for different purposes.	<input type="checkbox"/> Construction of roads near facilities that women use frequently, such as schools, health facilities, and markets.		
		<input type="checkbox"/> (For bridges) Installation of passages and stairs that lead down to the river		
	Men and women use different means of transportation. (As women are more likely to travel on foot or by bicycle, they have higher safety risks)	<input type="checkbox"/> Installation of sidewalks for vulnerable road users, including women	(xiii)	
		<input type="checkbox"/> Installation of rumble strips and traffic circles in populated areas		
		<input type="checkbox"/> Bridges for pedestrians and bicycles over large roads		
		<input type="checkbox"/> Access to national and prefectural roads for pedestrians and motorcycles (e.g. dedicated lanes for pedestrians, bicycles, and motorcycles near residential areas)		
		<input type="checkbox"/> Road design and planning for safe use of intermediate means of transportation, such as rickshaws, bicycles, and carts (e.g. broad and paved road strips)		
	Women have more risks in safety (more exposure to violence).	<input type="checkbox"/> Installation of sufficient street lights that can be used safely both day and night	(vii) (xiii)	
<input type="checkbox"/> Installation of separate rest rooms for men and women with sufficient lights in parking areas				

Aspects for Survey/ Examination	Gender perspectives	Survey/Examination items	Case study	Results
Administration	<p>【Community participation】 Women are less likely to have a opportunity to express in a community.</p>	<p><input type="checkbox"/> Participation of women in training for road maintenance and organization</p> <p><input type="checkbox"/> Establishment of village road administration committee and proactive appointment of women to members of the committee (e.g. setting quotas)</p> <p><input type="checkbox"/> Employment of women as staff members who take care of roads and plants along roads</p> <p><input type="checkbox"/> Segmentation of zones for road maintenance to offer more employment in the neighborhood</p>	(xi)	
Monitoring	Implementation of projects may have different impacts on men and women.	<p><input type="checkbox"/> Data collection based on gender-responsive indicators for evaluation</p>		
Other		<p><input type="checkbox"/></p>		

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Improvement of urban transportation/public transportation service】

【Survey/Examination items at the project formulation/preparatory stage】

Aspects for Survey/ Examination	Gender perspectives	Survey/Examination items	Case study	Results
Policies, institutions, organizations, etc.		<input type="checkbox"/> Current situations and challenges surrounding women in the target country (Social and economic overview) <input type="checkbox"/> Gender issues in urban transportation <input type="checkbox"/> Gender-related policies, institutions, organizations, etc., in urban transportation		
Survey of current situations and needs assessment	Men and women have different purposes and means of using public transportation service.	<input type="checkbox"/> Current situations with regard to transportation by gender [Purpose and means of travel, reasons for choosing/not choosing the means]		
		<input type="checkbox"/> Hearing of opinions of both men and women [e.g. in terms of route selection, service timetable, fare]		
		<input type="checkbox"/> Adoption of gender-responsive survey method ⇒ See p.19 【Important points for gender-responsive surveys and negotiations with local residents】 for the implementation of a gender-responsive survey		
Design	<ul style="list-style-type: none"> Women have more risks in safety. In some societies/cultures, women avoid contact with male strangers. 	<input type="checkbox"/> Installation of sufficient lights, emergency buttons, and security cameras that can be used safely both day and night 【stations and coaches】 <input type="checkbox"/> Introduction of women-only coaches and priority seats for women 【coaches】 <input type="checkbox"/> Installation of women-only waiting rooms and gender-segregated counters and toilets 【stations】 <input type="checkbox"/> Introduction of fare payment by pay-as-you-go IC cards	(v)(vii) (viii) (x)	
	Men and women have different body size.	<input type="checkbox"/> Adjustment of the height of hanging straps, seats, and steps 【coaches】	(vi)	
	Women are more likely to use transportation systems with children.	<input type="checkbox"/> Space allocation for strollers, priority seats for pregnant mothers and mothers with babies 【coaches】 , and space for babies (for diaper changing, etc.) 【stations】	(vii)	
Administration	Men and women use public transportation in different patterns	<input type="checkbox"/> Fare and service timetable in consideration of women's needs [e.g. off-peak fares; fare and service timetable for consecutive use of different means of public transportation, such as buses and subways; fares for consecutive use within a short period of time] <input type="checkbox"/> Gender training for staff members of operating companies (for the development of gender-responsive fare/service plans in collaboration with the ministry of women and local NGOs)	(vii) (viii)	
	Women are more likely to be economically disadvantaged	<input type="checkbox"/> Allocation of retail space to women (at a fixed ratio) 【stations】	(vii) (viii)	
	Women have higher risks in safety.	<input type="checkbox"/> Gender training for staff members of operating companies and traffic police (including training to counter sexual harassment, etc.) <input type="checkbox"/> Deployment of female traffic police officers and female staff members (as station staff, conductors, etc.) <input type="checkbox"/> Awareness-raising activities to prevent sexual harassment (e.g. posters) 【stations, coaches】	(v) (vii)	

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Construction works】

【Survey/Examination items at the project formulation/preparatory stage】

Gender perspectives	Survey/Examination items	Case study	Results
【Employment in civil engineering works】 Women may suffer from discrimination in employment or wages.	<input type="checkbox"/> Promote employment of women in civil engineering works (at a fixed ratio, etc.)	(iii) (viii) (ix) (xii)	
	<input type="checkbox"/> Consideration to female workers [e.g. gender-segregated places to rest/restrooms]		
	<input type="checkbox"/> Avoidance of gender gap in wages without justifiable grounds (equal pay for equal jobs)		
	<input type="checkbox"/> Inclusion of the above items in a contract with a civil contractor ⇒ See p.20 【Contract with contractors】		
【Concern about increasing HIV/AIDS infection】 What lies behind the spread of sexually transmitted diseases is gender issues, such as the balance of power between men and women.	<input type="checkbox"/> Education for construction workers on HIV/AIDs and other sexually transmitted diseases (on an individual basis/as part of safety and health education), medical check for infection, treatment and care	(i)(ii) (iii) (iv) (xii)	
	<input type="checkbox"/> Education on sexually transmitted diseases for those at high risk for infection in the neighborhoods (workers in the entertainment industry, young women, etc.) and neighboring communities, medical check for infection, treatment and care		
	<input type="checkbox"/> Condom distribution and social marketing ^{*1}		
	<input type="checkbox"/> Collaboration with relevant organizations, NGOs, etc., as needed		
	<input type="checkbox"/> Inclusion of the above items in a contract with a civil contractor ⇒ See p.20 【Contract with contractors】		
Other			

*1: Social marketing: A promotional approach in which a traditional commercial marketing technique is used to sell needed products (condoms, etc.) while encouraging healthy behaviors in local people

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Institutional capacity development of relevant organizations】

【Survey/Examination items at the project formulation/preparatory stage】

For financial assistance and technical cooperation, see the table below for points/issues to be considered and examined with the implementing organization of the government of the borrower's country at the project formulation/preparatory stage.

【Examination items at the project implementation stage】

In technical cooperation projects, the table below can be utilized as the list of items to be consulted and examined with the executing agency of the government of the borrower's country at the project implementation stage.

Gender perspectives	Example of gender-responsive measures	Case study	Results
【Development/Renovation of road infrastructure, Construction/Renovation of bridges】			
Women may suffer from discrimination in employment or wages.	<input type="checkbox"/> Promote employment of women (at a fixed ratio, etc.) as road administration staff (fare collection, etc.) <input type="checkbox"/> (Privatization) Avoidance of discrimination based on gender in employment without justifiable grounds <input type="checkbox"/> Consideration of working condition of female workers [e.g. maternity leave, childcare leave, accommodation for women] <input type="checkbox"/> Equal training opportunities between men and women <input type="checkbox"/> Avoidance of discrimination based on gender in wages without justifiable grounds	(iii)	
【Improvement of urban transportation/public transportation service】			
Men and women use public transportation in different patterns	<input type="checkbox"/> Gender training for staff of operating companies (for the development of gender-responsive fare/service plans implemented in collaboration with the ministry of women's affairs and local NGOs)		
Women may suffer from discrimination in employment or wages.	<input type="checkbox"/> Active employment of women (at a fixed ratio, etc.) at operating companies (as station staff, drivers, conductors, etc.) <input type="checkbox"/> (Privatization) Avoidance of discrimination based on gender in employment without justifiable grounds <input type="checkbox"/> Consideration to female workers [e.g. maternity leave, childcare leave, accommodation for women] <input type="checkbox"/> Equal training opportunities between men and women <input type="checkbox"/> Avoidance of discrimination based on gender in wages without justifiable grounds	(v) (ix)	
Women face higher safety risks.	<input type="checkbox"/> Gender training for staff of operating companies and traffic police (including training to counter sexual harassment, etc.) <input type="checkbox"/> Deployment of female traffic police officers and female staff (station staff, conductors, etc.)	(v)	

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Environmental and social considerations】

【Survey/Examination items at the project formulation/preparatory stage】

	Gender perspectives	Survey/Examination items	Case study	Results
Relocation of population, including involuntary resettlement / utilization of land and local resources	<ul style="list-style-type: none"> In cases where a man possesses a land ownership right, compensation for resettlement is often paid to a male householder, rather than being equally distributed to family members. In cases where a woman has a land-use right, not a land ownership right, she may not be eligible for compensation for the loss of her livelihood means. 	【Survey items】		
		<input type="checkbox"/> Who is the land owner? (Including common law)		
		<input type="checkbox"/> Status of land/resource usage by gender		
		<input type="checkbox"/> Means of livelihood and income by gender		
		<input type="checkbox"/> Is it possible for women to become eligible for compensation? / Is it possible for women to receive compensation for loss of their livelihood means, separately from that for men? (Legal grounds, etc.)		
		【Examination items】		
		<input type="checkbox"/> Consideration to female householders when the resettlement of residents is required [e.g. proper compensation in a case where a female householder does not have a land ownership right]	(vii)	
<input type="checkbox"/> Consideration to recipients of compensation for resettlement [e.g. joint land ownership between husband and wife, payment of compensation to a woman's bank account]				
<input type="checkbox"/> Consideration to economic loss brought to women (who often engage in the informal sector) by resettlement [e.g. support for the resumption of business after relocation]				
<input type="checkbox"/> Interview with residents, both men and women, who are required to move ⇒ See p.19 【Important points for gender-responsive surveys and negotiations with local residents】 for the implementation of a gender-responsive survey				
Regional economy, including employment and a means of livelihood	Since women are more likely than men to engage in the informal sector, resettlement may make it difficult for women to continue their economic activities.	【Survey items】		
		<input type="checkbox"/> Estimate the impacts of the implementation of a project on economic activities may differ between men and women		
		<input type="checkbox"/> When residents are required to relocate their economic base, is it possible for women to become eligible for compensation, without discrimination against sex? / Is it possible for women to receive compensation for loss of their livelihood means, separately from that for men? (Legal grounds, etc.)		
		【Examination items】		
		<input type="checkbox"/> Support to women's economic activities [e.g. Allocation of safe space for small shops in parking areas]	(vii)	
<input type="checkbox"/> Consideration to women who lose their means of livelihood [e.g. Loss of livelihood means when shops are removed from ferries or piers in bridge construction]				
Concern	What lies behind the	【Survey items】	(i) (ii)	

	Gender perspectives	Survey/Examination items	Case study	Results
on increasing HIV/AIDS infection	spread of sexually transmitted diseases is gender issues, such as the balance of power between men and women.	<input type="checkbox"/> The possibility that the implementation of a project may contribute to spreading sexually transmitted diseases [e.g. HIV and other infection rate in a target area, potential influx of workers, social acceptance level of the entertainment industry, including commercial sex business]	(iii) (vi)	
		<input type="checkbox"/> Collaboration with relevant organizations, NGOs, etc., as needed		
		【Examination items】		
		<input type="checkbox"/> Education for those at high risk for infection on HIV/AIDS and other sexually transmitted diseases, medical check for infection, treatment and care (Target: truck drivers and other transportation users, neighboring communities, young women, persons in the entertainment business)		
		<input type="checkbox"/> Condom distribution and social marketing* ¹		
		<input type="checkbox"/> Collaboration with relevant organizations, NGOs, etc., as needed		
Other		<input type="checkbox"/>		

*1: Social marketing: A promotional approach in which a traditional commercial marketing technique is used to sell needed products (condoms, etc.) while encouraging healthy behaviors in local people

List of survey/examination items to promote gender mainstreaming-cum-checklist

【Development of a master plan】

【Survey/Examination items at the preparatory stage (from the development of a preparation and implementation plan to the detailed planning survey)】

Collect and analyze necessary information to outline important points/issues from gender perspectives and prepare Terms of Reference.

- Current situations and challenges surrounding women in the target country (Social and economic overview)
- Gender issues in the field of transportation (Different needs of men and women for transport infrastructure, constraining factors, etc.)
- Policies, institutions, and organizations in the field of transportation (Whether gender issues are mentioned in national development plan or transportation-related policies, whether there is a section responsible for gender or a focal point in the ministry in charge, etc.)
- Other information and data that are considered necessary

【Examination items at the project implementation stage (at the time of preparing Terms of Reference for activities of a project)】

When it is found necessary to analyze in more details gender-specific issues and needs based on the survey in the preparatory stage, instructions should be given within the Terms of Reference regarding the holding of negotiations, etc. with local communities from a gender perspective.

⇒ For more concrete methods, see p.19 “Important points for gender-responsive surveys and negotiations with local residents.”

Terms of Reference

1. Important Points for Implementation of Project Work

◆ Gender-responsive negotiations with local communities

- As it is considered the needs for 【transportation (Here put the name of the corresponding sector (e.g. urban transportation). The same applies hereinafter.)】 differ between men and women, in conducting negotiations with stakeholders, public consultations, interviews, or social surveys, it is necessary to develop a plan – including who to be selected and how – from a gender perspective, and include the plan and results in a report.
- When holding a meeting with stakeholders, consideration should be paid to gender balance of participants to appropriately hear views and opinions from both men and women.

【TOR for specialist in charge of gender mainstreaming】

When a survey is conducted from gender perspectives at the project formulation/preparatory stage, the below are possible responsibilities of specialists in charge of gender mainstreaming (who may also have other responsibility in the survey team) that should be stated in TOR.

- To collect information on the social and economic overview of women in the target country and to organize and analyze the results.
- To collect information from gender perspectives on policies/institutions in the field of transportation and current situations as well as challenges in the use of 【transportation (Here put the name of the corresponding sector (e.g. national road, subway, urban transportation, etc.). The same applies hereinafter.)】 and to organize and analyze the results.
- To analyze the current situation of gender mainstreaming in development projects in the field of 【transportation】 that have been implemented or are being implemented by JICA or other aid organizations in the target country and to extract lessons learned.
- To list up points and issues analyzed with gender perspectives to reflect on the project, based on the survey results.
- To make a proposal so that the analyzed gender perspectives are incorporated in the project plan and draft PDM.

【Important points for gender-responsive surveys and negotiations with local residents】

When conducting a gender-responsive survey, particular attention should be paid to the following.

(i) When conducting interviews:

- When necessary, interviews with women should be conducted separately from men.
- Interviews should be conducted at hours convenient for men and women respectively.
- Consideration should be paid to the gender of facilitators and interpreters.

(ii) When holding a meeting:

- Time & place:
A meeting should be held at hours convenient for both men and women. (It is necessary to avoid hours when women are busy in preparing meals, or a place far from women's home or a place where it is difficult for women to access due to social or cultural reasons.)
- Size and situation:
It is preferable to hold a small-sized meeting for residents in the neighborhood because it is easier for women to attend and express their opinions.
- Appropriate announcement and encouragement of participation:
Particular attention should be paid to ensure that information on when, where and for what a meeting is held is delivered to both men and women. If necessary, multiple media that seem to be appropriate for women should be used. Encourage women to participate by conveying the importance of the meeting.
- Seat configuration:
Women tend to sit at the back of a room. Attention should be paid to seat configuration. For example, seats should be divided by gender or chairs should be arranged in a circular or square manner.
- Language: Meetings should be held in a local language.
- How meetings should be organized:
The remarks of participants are affected by how the meeting is organized. For example, participants may discuss in small groups and then each group may share the contents of discussion with the rest (women may be asked to speak).
- Participatory approach:

Starting with a local play, puppet play, or picture-story show would facilitate discussions.

【Contract with contractors】

HIV-AIDS prevention is clearly stated in the Standard Bidding Documents under Japanese ODA Loans (Procurement of Works, Procurement of Plant Design, Supply and Installation, and Procurement of Small Works).

5. Case Studies

Case study (i): The Road Connectivity Project in Nepal (Asia Development Bank)

The project aimed to improve rural transport connectivity to major towns and cities to stimulate economic growth and reduce poverty in northern Nepal. During the project preparation phase, the social assessment identified girls and women of the age groups 11-25 years old and boys of 6-12 years old as groups at risk of human trafficking. An HIV/AIDS and anti-trafficking component was prepared during the project design phase with the objective of providing anti-trafficking information to road construction workers, transport operators, female sex workers, labor migrants, and populations living along the road corridors, and of identifying groups at high risk. Key activities include:

1. Partnering with NGOs to identify risk groups for HIV/AIDS and human trafficking, and to map geolocations of sex industry sites along the road and intervention sites
2. Providing orientation and sensitization on HIV/AIDS and anti-trafficking to Project personnel
3. Requiring participation in HIV/AIDS awareness raising workshops for contractors and construction workers
4. Conducting public awareness campaign for behavioral change of high-risk groups
5. Promoting condom use and disseminating information about the nearest available services for testing, counselling and treatment
6. Sensitizing and capacity building of Project personnel on the issue of trafficking, including public awareness raising

Source: World Bank (2009) *Social Development Notes -Conflict, Crime and Violence: Human Trafficking*
http://siteresources.worldbank.org/EXTSOCIALDEVELOPMENT/Resources/244362-1239390842422/6012763-1239905793229/Human_Trafficking.pdf

Case study (ii): Sihanoukville Port Emergency Rehabilitation Project in Cambodia (JBIC)

The project aimed to increase cargo handling capacity of Sihanoukville Port (located in Sihanoukville, approximately 240 km to the south of Phnom Penh), the only international trade port in Cambodia, by constructing a container terminal. The executing agency was the Port Authority of Sihanoukville, and around 300 construction workers engaged in the works per day. The entertainment industry may flourish by targeting those workers as customers, which puts workers and residents in the surrounding area at risk for HIV. After the start of the project, the program to tackle AIDS was thus developed and implemented by JBIC's Special Assistance for Project Implementation (SAPI) over the course of 20 months from 2001 to 2003.

To implement the program, the following activities were carried out as pilot projects with the cooperation of local health authorities, local NGOs (Cambodian Red Cross, Khmer Women's Cooperation for Development (KWCD), and Reproductive Health Association of Cambodia (RHAC)), and an international NGO (Population Service International (PSI)):

- 1) Awareness-raising activities
- 2) HIV/AIDS education through peer education among workers
- 3) Workshops to improve life skills
- 4) Distribution of condoms by social marketing approach
- 5) Treatment of sexually transmitted infections (STI)
- 6) Counselling

These activities increased the level of knowledge with regard to HIV/AIDS and minimized infection risks. After the completion of SAPI, the Port Authority of Sihanoukville has successfully been continuing the activities with its own funds.

According to the presentation by the Vice Chairman of the Port Authority of Sihanoukville, the four major success factors are:

- 1) Participation of multiple sectors, such as the government and the private sector
- 2) Inclusion of HIV/AIDS clause in conditions of contract for contractors
- 3) Capacity building of agencies concerned in the region
- 4) Cooperation of local service providers

Source: JBIC (2005) *HIV/AIDS Prevention for Mobile Population in Greater Mekong Subregion, etc.*
http://www.jica.go.jp/activities/schemes/finance_co/approach/pdf/aids_j02.pdf

Case study (iii): Mozambique National Road Administration Special Contract Specifications

Contracts of Mozambique National Road Administration include the following special clauses:

- 1) HIV/AIDS considerations: Implement the following measures to reduce the risk of the spread of HIV/AIDS: (i) Undertake HIV/AIDS awareness and prevention activities; (ii) Minimize the number of migrant workers employed
- 2) Participation of women: Promote the employment of women at all levels, including the management. Qualified female workforce should be searched for in the project areas and where possible, offered refresher or upgrading training to enable them to qualify for recruitment. Targets for women’s employment are at least 5 percent of the total number of key personnel and at least 25 percent of the total workforce.
- 3) Employment of local people: Targets for local employment are set at 40% of the wages paid to the total workforce.
- 4) Relationship with local communities: Consultations with government officials and community leaders, represented by women and men in the project areas prior to commencement of site activities and their representation on the project liaison committee are required. Well-publicized public meetings are required to inform the local business community and the public of the opportunities that will be available to them and to explain the procedures for hiring workers and selection of local suppliers and subcontractors.

Source: World Bank (2010) *Making Transport Work for Women and Men* 【Listed in 7. Major References】

Case study (iv): Can Tho Bridge Construction Project in Viet Nam (JBIC)

The project (started in 2004 and completed in 2010) aimed to satisfy demand for transportation for social and economic development of the Mekong Delta region by constructing the bridge (Can Tho Bridge) across the Hau River in the block on the south of Ho Chi Minh City, the largest economic zone in Vietnam along National Route 1. AIDS awareness and prevention activities were implemented from 2006 to 2008 under the partnership between the major contractor Taisei Corporation, CARE International Japan, and CARE International in Viet Nam. The project budget amounted to 150 thousand dollars.

<p>Details of AIDS awareness and prevention activities</p> <ol style="list-style-type: none"> 1) Measures for construction workers <ol style="list-style-type: none"> (i) AIDS seminar at monthly safety meetings: Implemented HIV/AIDS awareness and prevention activities at monthly safety meetings, where construction workers (approximately 700 persons) meet together at the beginning of every month. (ii) Creation and distribution of newsletters: Issued newsletters every month in Vietnamese and English, featuring information about prevention of AIDS and sexually transmitted infections (STI). Distributed the newsletters at monthly safety meetings. (iii) Installation of question boxes: Installed question boxes at construction sites to collect questions about AIDS and STI. Questions were answered in newsletters. (iv) Posters: Put up posters at construction sites and residential areas for workers, construction managers, and subcontractors to advocate AIDS/STI prevention and condom use. (v) Distribution of condoms: Distributed condoms free of charge at monthly safety meetings. 	<ol style="list-style-type: none"> 2) Measures taken for local communities <ol style="list-style-type: none"> (i) Paid and unpaid condom distribution: Distributed condoms free of charge for one year after the start of the project. Distributed them for a fee thereafter. (ii) Development of peer educators: Implemented peer educator development training for sex workers. (iii) Creation of guidebooks about health services: Created guidebooks with information mainly on HIV antibody tests (available health centers, fees, etc.). Distributed them to construction workers and sex workers. <p>Outcome includes:</p> <ol style="list-style-type: none"> 1) Increase in knowledge level with regard to HIV/AIDS: Increase in knowledge level with regard to AIDS was recognized in 80% of target persons of the project. 2) Increased use of condoms: The proportion of persons who usually use condoms at the time of sexual intercourse increased from 26% to 50%. 3) Educational activities in local communities: Condoms and materials for AIDS/STI prevention are available at 70% of prostitution facilities. Peer development training for 92 sex workers.
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Source: Japan Center for International Exchange and Friends of the Global Fund, Japan (2009) *Pandemic and Corporate Social Responsibility: Companies that tackle AIDS, Tuberculosis, and Malaria, the*

Case study (v): Delhi Mass Rapid Transport System Project in India (Phase 1 to 3) (JICA)

The project started in 1997 to develop the metro (urban railway) in the Delhi metropolitan area. Delhi Metro, which started the operation in 2002, adopts the following gender-responsive measures.

- (1) Consideration to women's safety
 - (i) Introduction of women-only coaches
 - (ii) Installation of sari guards: Installation of accessories to escalators to prevent women's sari from being caught
 - (iii) Other measures: Installation of security cameras and emergency alarm device to each coach, Installation of hotlines available 24 hours, deployment of female security guards and female station staff at major stations, etc.
- (2) Awareness-raising activities

Guided tours for female passengers to explain how to use the emergency alarm device and other matters, creation of posters to explain measures to ensure safety of female passengers, etc.
- (3) Promotion of employment of women

Provision of maternity leave and childcare leave, opening of childcare facilities, introduction of female dormitory, introduction of gender-segregated resting rooms for drivers, permanent installation of a complaint handling committee for female staff, development of a code of conduct that clearly states gender equality, implementation of gender training for all staff, equal career development and promotion opportunities between men and women, etc., at the operating company

Safety measures such as women-only coaches are highly regarded by female passengers, and Delhi Metro contributes to increased mobility of women in the Delhi metropolitan area, where there used to be no safe public transportation for women, especially during nighttime. Furthermore, deployment of female staff at stations and in coaches gives sense of safety to female passengers, and more female staff have joined the company after seeing female staff working. It thus facilitates women's participation in the society as well.

Source: Delhi Metro Rail Corporation (2013) *Annual Report 2012-2013*, etc.

http://www.delhimetrorail.com/OtherDocuments/DMRC_Annual-Report-2012-2013.pdf

Project Research in Fiscal 2016 "Establishment of the System to Support Gender Mainstreaming" (Infrastructure-Related Field) On-Site Survey Report

Case (vi): Project for Improving Fare System of Mass-Transportation in Dhaka City Area through ICT in Bangladesh (JICA)

To promote the use of existing public transportation systems and resolve the traffic congestion, which has been a serious problem in Dhaka, the government of Bangladesh decided to implement a fare collection system common to public transportation systems, which enables smooth boarding on, alighting from, and transfer of the buses. In April 2012, JICA introduced contactless IC card technology like Suica and PASMO to two lines operated by the national bus company and provided 26,000 IC cards.

The introduction of IC cards led to a considerable increase in the fare revenue due to the eradication of illegal rides. It has been confirmed that especially women use IC cards.

In Bangladesh, 90% of the population are Muslims and women tend to avoid contact with male strangers. IC cards are expected to make public transportation more accessible for women by reducing the psychological burden of waiting in line with male strangers to purchase tickets and paying by cash. More women in Bangladesh have come to use public transportation following the recent introduction of female-only buses by the government initiative. IC cards are also expected to facilitate women's participation in the society.

Source: JICA (2013) "*Suica*" Technology Goes to Bangladesh

http://www.jica.go.jp/topics/news/2012/20130221_01.html

Case (vii): Ho Chi Minh City Urban Mass Rapid Transit Line 2 Investment Program in Viet Nam (ADB)

The program was designed to promote safe mobility for women. It gave women the opportunity to gain better income and made it possible for women to play multiple roles including housework and childcare. The following gender-responsive measures were taken.

- 20% of construction work and 30% of work at stations are conducted by women
- Dedicated waiting spaces for women on platforms
- Dedicated shop spaces for female-owned businesses
- Introduction of women-only coaches with additional child seatings and storage spaces for baby carriages
- Installation of street lighting around stations
- Installation of easy access drop-off and pick-up points around station
- Fare setting and train schedules to suit the use of different transportation systems and multiple trips
- Marketing to promote the use of public transportation by women
- Gender training for project staff
- Special attention to households headed by females in livelihood restoration support after resettlement

Source: ADB (2013) *Gender Tool Kit: Transport –Maximizing the Benefits of Improved Mobility for All*

Case (viii): Greater Dhaka Sustainable Urban Transport Project in Bangladesh (ADB)

The project aimed to improve the public transportation system of Dhaka North City Corporation and Gazipur City Corporation. Considering that women's access to safe and reliable transportation system is limited, the introduction of Bus Rapid Transit (BRT) was planned for female workers commuting to the garment industry. The following gender-responsive measures were planned.

- Reserve 20% of the seats for women
- Allocate at least 15% of the vendor area to women
- Provide subsidized monthly travel passes to 70% of workers in the garment industry (majority of whom are women)
- Employ at least 20% women in construction and maintenance work of BRT
- Ensure participation of at least 30% women in the improvement of local markets and feeder roads for pedestrians and bicycle users

Source: ADB (2013) *Gender Tool Kit: Transport –Maximizing the Benefits of Improved Mobility for All*
 【Listed in 6. Major References】

Case (ix): Promotion of female employment in urban transportation (ADB)

Ha Noi Metro Rail System Project in Viet Nam

In the process of establishing an integrated transportation system, the following targets were set to promote female employment in the transportation sector.

- 30% of jobs generated by civil works will be conducted by women based on equal pay for equal jobs
- 30% of maintenance and operations staff, ticketing booth staff, station staff, and conductors will be women
- 20% of staff newly hired by Hanoi Metro will be women

Jiangxi Fuzhou Urban Integrated Infrastructure Improvement Project in People's Republic of China

The chance of employment of workers for skilled labor was for the first time open to women and the following targets were set.

- Employ at least 35% female Bus Rapid Transit (BRT) drivers
- Ensure reemployment of female bus drivers who worked on bus routes replaced by the BRT system
- Employ at least 30% women in all new transport hub/terminal jobs (e.g. terminal attendants)
- Employ at least 50% women in river greenery maintenance and landscaping jobs

Source: ADB (2013) *Gender Tool Kit: Transport –Maximizing the Benefits of Improved Mobility for All*
 【Listed in 6. Major References】

Case (x): Harass Map in Egypt

GPS, cellular phones, cameras, and internet can be used to collect and compile information on traffic and public transportation systems.

A cellular phone and internet-based initiative named Harass Map has been using modern technology to map the incidences of sexual harassment occurred on public transportation systems in Cairo. Responding to the problem that women do not have the social space to complain about sexual harassment, this initiative allows women to report anonymously via texting and has identified hot spots for sexual harassment around public transport stations.

Source: ADB (2013) *Gender Tool Kit: Transport –Maximizing the Benefits of Improved Mobility for All*
【Listed in 6. Major References】

Case (xi): Infrastructure Development Project in Rural Areas of Northern Bangladesh (JICA)

The project aimed to facilitate logistics and contribute to the development of regional economy of the five districts in the northern region of Bangladesh by developing Feeder Road B, establishing the rural development technology center, renovating roads affected by floods, and taking other measures.

Gender-responsive measures include introduction of dedicated area for female vendors (183 shops for women in total) and organization of a maintenance group composed of women.

For routine maintenance of the developed road, two women per km of the road were employed to the Local Government Engineering Department (LGED) responsible for maintenance. This provided employment opportunities for approximately 1,200 women in the project area.

The term of office of the women employed in this scheme is two years. They earn 90 takas per day, from which 54 takas are paid to them at the end of each month. The remaining 36 takas are saved in a difference account for two years. When the term of office expires after two years, the total amount saved, approximately 26,000 takas, will be paid to them in a lump sum. Some purchase livestock or start a small shop using the fund. This is an extremely effective scheme in terms of female employment, and it has been functioning effectively.

The idea of organizing poor women with little cash income who live along the road for the maintenance of the road has been regarded as effective in rural infrastructure development in Bangladesh, and has spread to other regions of the country. A significant factor for the success of such organization is the deployment of engineers by the LGED at Upazila district level so that they can directly give instructions to farmers with regard to maintenance work and organization. This maintenance system can potentially be applied to similar projects in other countries as a model of rural road management.

Source: *Ex-post Evaluation Report for Infrastructure Development Project in Rural Areas of Northern Bangladesh*
http://www2.jica.go.jp/ja/evaluation/pdf/2009_BD-P44_4_f.pdf

Case (xii): National Road No. 5 Improvement Project in Cambodia (JICA)

Between Battambang and Sisophon along National Road No. 5, which connects the capital Phnom Penh and Thai border, the existing main road was repaired and a bypass that goes around the urban areas of Battambang and Sisophon was developed. The project thus aimed to contribute to the economic development of Cambodia by increasing transportation capacity and improving transportation efficiency in the area.

In deciding the construction company for this project, the following clauses were included in the bidding documents to promote the employment of unskilled female workers for the construction works.

- The construction company must create and implement a gender plan before starting the construction works.
- The construction company must respect the rights of female workers and at least set up day-care centers, resting rooms, and other facilities at workers' camps.
- The construction company must understand that women are vulnerable to HIV and sexual crimes and create a safe working environment for women.

Source: Project Research in Fiscal 2016 “Establishment of the System to Support Gender Mainstreaming” (Infrastructure-Related Field) On-Site Survey Report

Case (xiii): Inclusive City Governance Project in Bangladesh (JICA)

The project aimed to improve the city environment and public services in five City Corporations and contribute to the economic development of the cities and improvement of citizens' lives by developing city infrastructure and providing training and technical guidance to public officials in the City Corporations.

In this project, various measures into which gender perspectives are integrated are taken, such as the development and implementation of gender support plans, information provision and seminars for female passengers, and encouragement of female participation in consensus building. Among such measures, street lighting installed as part of the project was acknowledged to have contributed to the safety of women who commute to sewing factories at night for night duties. Roads, sidewalks, and drains were developed at the same time, which contributed to better hygiene and landscape of the region.

Source: Project Research in Fiscal 2016 "Establishment of the System to Support Gender Mainstreaming" (Infrastructure-Related Field) On-Site Survey Report

【Case study of gender mainstreaming in ODA loan project】

“Dhaka Mass Rapid Transit Development Project” in Bangladesh

<Project background>

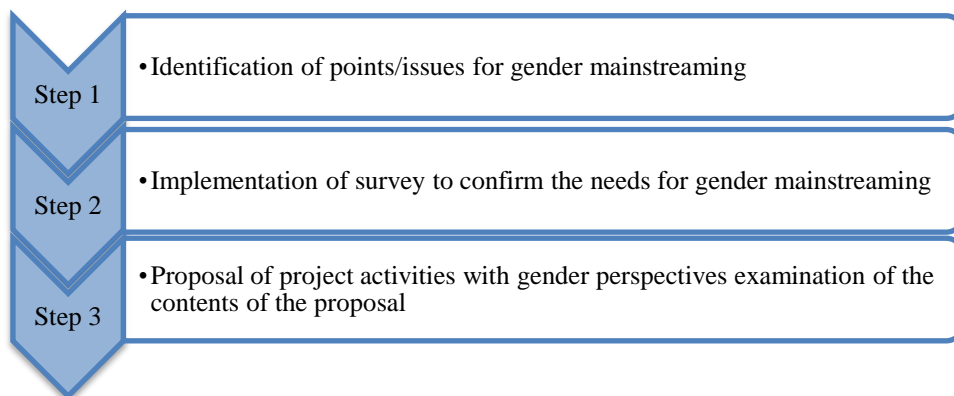
The Dhaka urban area in Bangladesh is one of the largest urban areas in the world. The development of transport infrastructure has not caught up with the increase in the population and the number of cars, which has been causing chronic traffic congestion and serious pollution due to emissions of gas from cars.

<Project overview>

- Implementing agency: Dhaka Mass Transit Company (DMTC)
- Construct mass rapid transit, a track type mass transportation system, that has a total length of approximately 20 km in the city of Dhaka.
 - ⇒ Contribute to the economic development of Bangladesh as a whole through alleviation of traffic congestion and reduction of air pollution in the Dhaka urban area through encouragement of modal shift.
- Details are being designed toward the partial opening in 2019 (as of October 2015, when the survey was conducted).

(1) Overview of gender mainstreaming process in the project

Gender mainstreaming process was implemented in “Dhaka Mass Rapid Transit Development Project” in the following procedure.



【Step 1】 Identification of points/issues for gender mainstreaming

The points or issues for mainstreaming gender perspectives in the corresponding project were identified. As stated below, it was decided that the gender mainstreaming specialist was to conduct a survey pertaining to gender mainstreaming in the project from late September to early October in 2015, prior to the Fact Finding mission.

Examination item	Detail
<u>When</u> to implement	When the Fact Finding mission is dispatched (planning stage)
<u>How</u> to implement	Conduct a survey to confirm the needs for gender mainstreaming
<u>Who</u> is to implement	The gender mainstreaming specialist participates in the project (conducts the survey in advance)
<u>About what</u> gender mainstreaming is promoted (Confirmation of items that are related to the project)	<ul style="list-style-type: none"> • Transport infrastructure development and service provision • Construction works • Environmental and social considerations

【Step 2】 Implementation of survey to confirm the needs for gender mainstreaming

(1) Collection and analysis of information related to gender

Relevant information listed below was collected and analyzed to confirm what gender issues exist and how gender perspectives can be integrated into the project with regard to “transport infrastructure development and service provision,” “construction works,” and “environmental and social considerations,” which had been confirmed in 【Step 1】 as “items that are related to the project.”

- Project description (e.g. project overview, construction works, progress of the project including environmental and social considerations)
- Status of gender mainstreaming in the executing agency of the project (DMTC)
- Status of gender mainstreaming in urban transportation policies of Dhaka
- Status of gender mainstreaming in other organizations pertaining to urban transportation
- Information related to urban transportation in Dhaka from gender perspectives
- Status of gender mainstreaming in other donors in the field of urban transportation

(2) Analysis of issues from gender perspectives

Based on the collected information described above, the issues urban transportation in Dhaka has from gender perspectives were analyzed as follows.

(i) Scarce public transportation

Women often travel many times during off-peak hours to drop off and pick up children at school or for shopping. In doing so, they need longer time than necessary as there are few public transportation systems available and service schedule is unreliable. Furthermore, some women give up getting a job away from home or are forced to commute long hours on foot, due to the lack of available public transportation.

(ii) Low service quality of public transportation systems

Public transportation systems, especially buses, are overcrowded during peak hours. Furthermore, buses reduce speed but do not stop completely at bus stops, which makes it difficult for women to compete with men to get on such buses. In addition, bus drivers and conductors do not like clumsy women and often ignore female passengers or harass women. What is more, the number of women-only seats on buses are not large and men often occupy those seats, which results in limited use of such seats by women.

(iii) Safety of women is not secured in public places

In Bangladesh, sexual harassment takes place in various public places including on public transportation. It is one of the reasons why women hesitate to use public transportation systems. Furthermore, it is not safe at night in some places, where no street lighting is installed at bus stops and other locations.

(3) Drafting of project activities into which gender perspectives are integrated

Based on the result of the analysis described above, project activities pertaining to gender mainstreaming were drafted from the perspective of (i) public transport infrastructure and service provision that are safe and reliable for women, (ii) human resource development and awareness-raising activities to realize public transport infrastructure and service provision that are safe and reliable for women, and (iii) promotion of women’s employment.

【Step 3】 Proposal of project activities with gender perspectives examination of the contents of the proposal

The FF mission proposed the draft activities pertaining to gender mainstreaming to the executing agency of the project. See the next page for the contents of the proposal.

As a result of consultation, the contents of the proposal were attached to the MD signed between the executing agency of the project and the FF mission, as the Gender Action Plan of the project.

【Reference】 MD of the project

Formulation of Gender Action Plan

9. The JICA mission and DMTC confirmed that, given the nature of reliability and safety of the urban railway, the gender mainstreaming should be incorporated into the Project. Both parties agreed that DMTC shall implement the Gender Action Plan which stipulates the actions for gender mainstreaming such as incorporating women only coaches at the peak hour, gender awareness raising and safety and security equipment at stations and in coaches. Both parties further confirmed that the Gender Action Plan (Attachment 11) will be monitored by Manager (Public Relations).

Recommendations on gender mainstreaming in Dhaka MRT

Key gender issues in urban public transport

1. **Lack of reliable public transport and services:** limited routes, unreliable schedules, difficult to travel short distance etc.
2. **Poor performance of public transport services:** overcrowding, behavior of drivers and conductors, reserved seats occupied by men etc.
3. **Concern for personal security during travel:** sexual harassment, lack of adequate lighting facilities at bus stops etc.

Approaches to enhance gender integration in Dhaka MRT

1. Provision of safe and reliable public transport infrastructure and services to all, particularly women as well as children, elderly and disabled
2. Building gender awareness and capacity of all stakeholders
3. Promotion of women's employment

Suggested gender-responsive actions

- ◆ Action that has been already planned or discussed by DMTC/ General Consultancy Services
- ◇ Action newly suggested by JICA

Stage	Gender-responsive action		Responsibility	Actual
Detail Design	At station	◆ Separate washrooms for male and female passengers		
		◇ Adequate lighting facilities in stations and trains		
		◇ Installation of passenger emergency alarms (PEAs)		
		◇ Installation of CCTV		
		◇ Deployment of male and female security guards and/ or collaboration with the police		
		◇ Separate ticketing booths or a separate queuing system for male and female passengers		
		◇ "Space for mothers and babies" (cot to change baby's dress, space for breastfeeding etc.)		

Stage	Gender-responsive action		Responsibility	Actual	
	In train	◆	Reserved seats for war wounded freedom fighters, persons with disabilities, women, children and senior citizens		
		◇	Women-only (or Women and children-only) coaches at peak hour		
		◇	Installation of passenger emergency alarms (PEAs)		
		◇	Installation of CCTV (security cameras)		
		◇	Appropriate designed handles and steps into trains (e.g. the height of handles and steps)		
Construction		◆	Employment of women in MRT construction work		
		◇	Separate washrooms and restrooms for male and female workers		
		◇	Equal pay for equal work between male and female workers		
		◇	Including above-mentioned actions in tender documents		
		◆	Gender-responsive resettlement plan (additional compensation for women-headed household, compensation of equal amount for affected men and women)		
		◆	HIV/ AIDS prevention		
Operation	services	◆	Introduction of IC card		
		◇	Women-friendly MRT operation (e.g. off-peak fare, monthly discount pass)		
		◇	Deployment of female staff at ticketing booths, ticket gates etc.		
	Gender awareness	◇	Gender awareness training in DMTC (gender-responsive planning, prevention of sexual harassment etc.) in collaboration with MOWCA and/or NGOs		
		◇	Gender awareness programs for passengers (poster to stop sexual harassment put up in trains and platform etc.)		
	Employment of female staff	◆	10% reserved for women staff		
		◆	Establishment of a female prayer room, common room, washrooms, day care centre etc.		
		◇	Ensuring gender-responsive working environment (e.g. provision of maternity leave and childcare leave, dormitory for female staff)		
		◇	Provision of equal training opportunities to male and female staff		
		◇	Equal pay for equal work between male and female staff		

6. Major References

【Checklists by subsector, indicator examples, sample TOR for consultants, reference materials, etc.】

Asian Development Bank (2013) *Gender Tool Kit: Transport –Maximizing the Benefits of Improved Mobility for All*

<http://www.adb.org/documents/gender-tool-kit-transport-maximizing-benefits-improved-mobility-all>

【Checklists for resettlement, etc., indicator examples, example of public transport user survey, HIV/AIDS prevention activities from gender perspectives, concrete examples of successful projects, reference materials, etc.】

World Bank (2010) *Making Transport Work for Women and Men: Tools for Task Teams*

[http://siteresources.worldbank.org/EXTSOCIALDEVELOPMENT/Resources/244362-](http://siteresources.worldbank.org/EXTSOCIALDEVELOPMENT/Resources/244362-1265299949041/6766328-1270752196897/Making_Transport_Work_for_Women_and_Men.pdf)

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