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Independent Development Evaluation  
African Development Bank



# Bridging the Gap: Advancing Gender Inclusion in Transport for Sustainable Development

## IDEV evaluative knowledge

Presenter

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# Context and Objectives

- ➔ Evaluation of the AfDB's Support for the Transport Sector (2012-2023)
- ➔ Gender Thematic Case Study
- ➔ Case Study Objective: assess AfDB transport interventions' impact on women in Senegal, Tanzania, Kenya
- ➔ Transport affects women's mobility, safety, and economic participation



# Why Gender Matters in Transport

- ➔ Gendered travel patterns (owing to different roles/activities)
- ➔ Women and men may rely on different transport modes
- ➔ Transport sector has a largely male-dominated workforce
- ➔ Access to resources can be impacted by affordability issues
- ➔ Mobility and safety challenges due to poor security provisions and cultural norms
- ➔ Access to and use of transport in rural versus urban areas can vary greatly
- ➔ Transport can empower women socially and economically.



# Key Gender Barriers in African Transport

- ➔ **Accessibility** – Transport infrastructure rarely accommodates strollers, the elderly, or those carrying heavy loads (common for women caregivers).
- ➔ **Affordability** – Lower incomes and limited access to credit.
- ➔ **Safety** – High prevalence of harassment in transport systems and poor public infrastructure.
- ➔ **Suitability** – Public transport rarely meets women’s mobility needs, largely because it is not designed with gender-specific patterns and priorities in mind.



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# Promising Practices in the Transport Sector

- ➔ **FLONE Initiative (Kenya):** Women matatu operators, anti-harassment training, mobile reporting app.
- ➔ **WILA (West/Central Africa):** Leadership pipeline in logistics for women.
- ➔ **SHE-CAN Tool:** Tailored interventions for reducing gender-based violence in transit (Nigeria, Malawi).



Women leadership pipeline in logistics and supply chain sectors

# Main findings from AfDB Projects

- ➔ 52 transport projects with gender benefits during 2012-2023 → only 15 met threshold for deeper assessment.
- ➔ **Three reviewed projects:**
  - Dar es Salaam Bus Rapid Transit – Phase II (Tanzania)
  - Dakar Express Train - Phase I: Dakar-Diamniadio Segment (Senegal)
  - Sirari Corridor Accessibility and Road Safety Improvement: Isebania-Kisii-Ahero - A1 (Kenya)
- ➔ **Mixed results:** Gender elements often present in design but weak in implementation and follow-up.



# Main findings from AfDB Projects

## Case 1: Dar es Salaam Bus Rapid Transit – Phase II | Tanzania



### Key Findings:

- ➔ **Inclusion in Operations:** Some efforts were made to promote female employment in the BRT system, including women conductors and drivers—helping challenge traditional gender roles.
- ➔ **Design Gaps:** The evaluation found no systematic consultation with women users during planning stages, resulting in limited responsiveness to gender-specific mobility patterns (e.g., trip chaining or travel with children/packages).
- ➔ **Affordability Issues:** Despite being a formal mode of transport, BRT fares remained relatively high for low-income women, reducing access for the most vulnerable.
- ➔ **Missed Opportunities:** No structured gender action plan or baseline data collection was undertaken to monitor impact on women and girls.

# Main findings from AfDB Projects

## Case 2: Dakar Express Train - Phase I: Dakar-Diamniadio Segment | Senegal



### Key Findings:

- ➔ **Employment Commitments:** The project featured explicit gender targets in employment during construction—women were employed in various roles, marking a step toward more inclusive labor practices.
- ➔ **No Gender Results Framework:** While targets existed, there was no system for tracking long-term gender outcomes, such as women's sustained participation in the transport workforce or usage levels.
- ➔ **Infrastructure and Safety:** Although modern, the stations and surroundings lacked deliberate gender-sensitive features (e.g., lighting, security staff, child-friendly zones).
- ➔ **Sustainability Risks:** The absence of long-term social inclusion monitoring risks diluting initial gains made during project rollout.

# Main findings from AfDB Projects

## Case 3: Sirari Corridor Accessibility and Road Safety Improvement | Kenya



### Key Findings:

- ➔ **Gender Mentioned in Planning:** Gender considerations were acknowledged in design documents—especially in relation to safety and non-motorized transport (NMT).
- ➔ **Weak Gender Implementation:** In practice, few measures specifically addressed women’s needs; gender indicators and sex-disaggregated data were absent from monitoring.
- ➔ **Potential for Impact:** Improvements such as sidewalks and safer crossings could benefit women (especially market traders and school children) but lacked accompanying social outreach or usage awareness.
- ➔ **Limited Consultation:** Like the other cases, there was minimal engagement with women’s groups or local communities, limiting ownership and responsiveness.

# Main findings from AfDB Projects

## Cross-Cutting findings

- ➔ Projects varied in ambition but generally under-delivered on gender outcomes.
- ➔ Design-stage gender integration was more common than sustained implementation or tracking.
- ➔ Institutional incentives (targets, frameworks, data) were often missing, weakening accountability.
- ➔ Opportunities for gender mainstreaming in safety, NMT, and employment were underexploited across all three cases.

# The Way Forward

- ➔ Gender-responsive transport is vital for inclusive and sustainable growth.
- ➔ AfDB should work with clients to champion transformative change in transport infrastructure development.
- ➔ It's time to move from insights to action—building safer, inclusive, and equitable systems for all.

# Independent Development Evaluation

at the African Development Bank



# Thank you



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