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Gender Mainstreaming in Rural Road Construction and Usage in Ethiopia: Impact and Implications

Progress Report

MetaMeta, The Netherlands
Mekelle University, Ethiopia

ReCAP ETH2044E

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Cover Photo: Debre Tuchale, a resident of Kebele 028 in Kobo Woreda (Amhara state, Ethiopia) photographing a *Bajaj* three-wheeler on a dry river-bed along its route. Ms. Tuchale was participating in a participatory photography exercise (March 06, 2017). Image courtesy: MetaMeta Research and Mekelle University.

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Abstract

This progress report marks the completion of a significant part of data collection during the reporting period January-March 2017. Provisional results were validated at two stakeholder workshops in Tigray and Amhara. They highlighted that women accord a higher value to feeder roads than men; that due to the scarcity of rural transport options, unsuitable three wheeler vehicles and buses service the feeder roads; and the spread of Intermediate Means of Transport (IMT) is limited by high running costs and poor road condition. Some key themes have emerged from the research, which will form a basis for the policy outputs. They include how Women Spouses, Women Heads of Household and men participate in feeder road planning and construction; variations in accessibility to rural transport options; and features of IMTs available in the region. There was largely consensus between men and women interviewed on the benefits of upgrading feeder roads, although men focused on compensation for loss of land to road construction, and women articulated safety of road users as a primary concern. Dissemination activities have been carried out throughout the project period through blogs, videos, and workshops; and will continue, culminating in a webinar towards the end of the research.

Key words

Feeder roads, PSNP, rural, Women Spouses, Women Heads of Households, Planning, Participation, Gender, IMTs, Construction

Acronyms, Units and Currencies

$ / USD	United States Dollar (US$ 1.00 ≈ ETB 22.1)
£ / GBP	Pound Sterling (£ 1.00 ≈ ETB 27.6)
ADB	Asian Development Bank
AfCAP	Africa Community Access Partnership
AsCAP	Asia Community Access Partnership
ERA	Ethiopian Roads Authority
ETB	Ethiopian Birr (£ 1.00 ≈ ETB 27; US$ 1.00 ≈ ETB 22)
FGD	Focus-Group Discussion
FHH	Female-Headed Households
FIIDCA	Federal Integrated Infrastructure Development Coordinating Agency
GPS	Global positioning system
IMT	Intermediate Means of Transport
KII	Key Informant Interview
Km	Kilometre
MHH	Male-Headed Households
MOU	Memorandum of Understanding
PSNP	Productive Safety Net Programme
PWD	People with Disabilities
RECAP	Research for Community Access Partnership
SSI	Semi-Structured Interview
UK	United Kingdom (of Great Britain and Northern Ireland)
UKAid	United Kingdom Aid (Department for International Development, UK)
URRAP	Universal Rural Roads Access Program
WHH	Women Heads of Households
WS	Women Spouses

Contents

1. Executive Summary

The main objective of this report is to present progress made in the project during the period January-March 2017. A significant proportion of the field research (around 85%) has been completed and data analysis has begun. In the beginning of March, some of the preliminary findings were shared with stakeholders at two multi-stakeholder workshops (one in Tigray and one in Amhara State). Their feedback served to validate the provisional findings and refine the remainder of the research process. This report is based on preliminary findings emerging from the research process as well as the inputs received by participants at the stakeholder workshops.

Preliminary analysis of the data collected so far has led to the identification of key findings that can be validated and refined further, and will form the basis of research and policy outputs. In terms of planning of rural roads, Focus Group Discussions (FGD) and Semi-Structured Interviews (SSI) with men, Women Heads of Households (WHH) and Women Spouses (WS) revealed that women exhibit a greater demand for feeder roads than men across the study area. Women have less access to available transport options as compared to men and greater time poverty. Therefore, they are affected more by remoteness and low access to transport. Women especially highly value ambulance services that they can access along the roads, during pregnancy and childbirth.

During road work implementation the most valued benefit of the Productive Safety Net Program (PSNP) by women is the 17-month paid maternity leave from obligations to participate in the program. Within the theme of gender, transport, and mobility, field observations, data, focus group discussions and interviews reinforced the scoping study finding that rural Ethiopia is an overwhelmingly walking world, with the feeder roads being used mainly to walk on. This is common to both Amhara and Tigray regions, and due to infrequent and unaffordable rural transport options. Transport operators are mostly private entrepreneurs who operate mini-buses and midi-buses in urban centres. They go on rural routes only on market days (usually twice a week) when demand for their services is the highest. The mini and midi-buses are not suited for plying on unpaved, rural roads. The transport authorities allow them to do so, on account of a general lack of Intermediate Means of Transport (IMTs) available in rural Ethiopia. The spread of IMTs is limited, among other factors, by the quality of feeder roads and challenging terrain; and reliance of the automotive sector on imports which drives up IMT prices and limits their adaptability to local needs.

The phased manner in which field research was implemented in the project allowed for multiple opportunities to take stock of, analyse and validate data, and draw lessons for subsequent phases. A key lesson was the importance of validating and triangulating data across various sources and respondents as well as understanding the wider institutional, policy, and socio-economic context. In earlier rounds of field research, it was noted that more time was required to explain new research tools such as Photo-Voice in terms of both clarifying the purpose and relevance of participatory photography, and the exercise needed to be timed in accordance with women's daily chores.

The fieldwork has led to commencement of work on a chapter disseminating the research findings in a policy report to be published by the Netherlands Organisation for Scientific Research (NWO) later in 2017. Preliminary key findings have also been captured through a number of blog posts and videos, which have been disseminated through TheWaterChannel. The remainder of the field research will focus on engaging private transport operators in interviews and validating the data already collected.

2. Introduction

2.1. Project Objectives

Implemented by Mekelle University and MetaMeta, this project seeks to improve on the current understanding of the engagement of women (WS and WHH) and men with PSNP in the area of rural road development. It will investigate and add to the current understanding of rural transport and mobility in Ethiopia, especially the differences between opportunities and experiences available to men, Women Spouses, and Women Heads of Households. It will provide actionable recommendations, practical solutions, and tools for gender mainstreaming at the levels of planning and implementation of road works; and with respect to rural transport options available to women. The project will also identify high-impact themes for further action and research. Provisionally, topics emerging as potential high-impact themes include:

- Women's participation in rural road planning
- First Mile Connectivity
- IMTs: Potential and Limiting Factors

2.2. Location of the Intervention

The research is being carried out in Kilte Awlaelo Woreda[1] in Ethiopia's northern Tigray state, and Kobo Woreda in Amhara state lying south of Tigray. Twelve sections of feeder roads have already been investigated, a further three sections will be explored to conclude the field research. The selection of the feeder roads was undertaken in consultation with representatives of the district administrations in Kobo and Kilte Awlaelo, to capture a diversity of situations with respect to topography, physical condition of roads, and agricultural potential. Along the feeder roads, study villages were selected randomly at various distances from the nearest urban centre to reflect various levels of remoteness. For the same reason, the study comprised of villages located along feeder roads, as well as others located at a distance and connected to the feeder road through a community pathway. The sites for the interviews and focus group discussions were selected using a random transect along and away from the chosen road sections.

Figure 1: Project Locations

[1] Woreda: An administrative unit in Ethiopia, akin to a district

2.3. Key Dates

The project started in November 2016 and will be completed in September 2017. This report documents project progress until March 2017. At this juncture, approximately 85% of the field research has been completed.

Key dates for subsequent phases of the project are as follows:

Phase 3: Data analysis; generation of actionable recommendations, practical solutions, and tools for gender mainstreaming in planning and implementation of road development and transport systems, discussion/validation workshops with stakeholders	April - June 2017
Phase 4: Development of Guidance Note	July-September 2017
Phase 5: Drafting and revision of research outputs and final report and draft academic paper	August-September 2017

The total cost of the project is GBP 47,200. A table showing budget against actual expenditure is provided in Annex A.

3. Background

This research seeks to address knowledge gaps in the understanding of Gender, Transport, and Mobility in Rural Ethiopia, specifically related to the development and use of low volume rural roads (LVRR) implemented under the Productive Safety Net Programme (PSNP) and Universal Rural Roads Access Program (URRAP). These roads are categorised as low volume on account of their average traffic volume being less than three vehicles per hour (BoCRT Tigray, 2016).

As of February 2016, 39,000 km of low volume roads have been constructed in Ethiopia under the PSNP (World Bank, 2016). These roads are being built by members of targeted households within the PNSP (under cash/ food for work arrangements) and with community contributions. An estimated USD 200 million is spent annually under PSNP on LVRR; comprising mostly inter-village (Kebele)[2] roads connecting villages to smaller towns. The URRAP provides LVRRs with drainage infrastructure such as fords, bridges and culverts. Works implemented under URRAP rely on both paid labour drawn from the road-adjacent communities, and skilled labour provided by URRAP itself.

The construction of these LVRRs has several impacts on women in terms of employment (during construction and maintenance), creation of business opportunities, mobility and access to services, as well as in terms of land lost or damaged due to road construction. Importantly, there are significant, well-recognised differentials between the nature and magnitude of these impacts on Women Heads of Household (WHH)[3], Women Spouses (WS) in Male Headed Households (MHH), and men.

To take these differentials into account, PSNP has provisions to maximise employment opportunities for women such as quotas, equal wage guarantees, maternity leave and flexible working hours; as well as specific provisions to maximise the participation of WHH and WS in decision-making and

[2] Kebele: an administrative unit in Ethiopia; a 'sub-district', usually a cluster of villages

[3] WHH – 'Women Heads of Households' refers to the individual (woman) who is head of the household
MHH – 'Male-Headed Households' refers to all members of a household that have a male head
FHH – 'Female-Headed Households' refers to all members of a household that have a female head

planning of the works. However, widely recognised gaps continue to exist between the provision of gender mainstreaming policies and their implementation in practice (MOFED, 2002). A provision that is implemented fairly widely and valued by women is the paid leave from PSNP obligations during pregnancy and after childbirth (a period of 12-17 months). In contrast, the implementation of childcare provision (crèches) for women and men working on PSNP works is highly variable.

According to the scoping study conducted by MetaMeta and Mekelle University, the development of a rural road network, though a necessary condition for rural transport services to operate and expand, is not sufficient to improve access to transport, particularly for women. Trip making in rural Ethiopia continues to be overwhelmingly undertaken by walking (80% of trips are undertaken on foot). Motorised public transport accounts for only 16% of all trips (for detailed data, refer to the Inception Report, 2016).

This project will contribute towards filling the knowledge gaps in gender mainstreaming in PSNP and rural transport, as well as providing suitable policy approaches and solutions, by working with rural communities and public/private stakeholders in the sector. It will contribute to ReCAP's immediate focus on strengthening the evidence base around cost effective and reliable low-volume transport services for women in particular, by influencing policy and practice.

4. Activity Progress

During the reporting period, it was expected that the bulk of the field research would be completed and a number of blogs and videos would be published as part of the dissemination and outreach activities. Expected activities have been carried out as planned and no significant delays or issues were encountered. Additionally, some of the activities for the second quarter were carried out ahead of schedule, for instance the multi-stakeholder workshop (see Annex B for details).

Figure 2: Focus Group Discussion in Kebele 022, Kobo Woreda (Amhara state)

4.1. Data Collection and Analysis

4.1.1. Field Research

In January 2017, Phase I of the fieldwork was carried out in Amhara region in five settlements located along five different low volume roads in Raya Kobo Woreda. Focus group discussions (FGDs) and semi-structured interviews (SSIs) were held with 71 women (comprising WS and WHH), and 117 men. The higher number of men participants compared to women is partly due to the fact that

women have to attend a variety of activities during the day and were therefore less available to participate in the research. In subsequent phases, there was a greater focus on women participants. During Phase II of the fieldwork (March 2017) in Kilte Awlaelo Woreda, (Tigray state) and Raya Kobo Woreda (Amhara state), FGDs and photo voice (PV) sessions were finalised with 46 men and 87 women in six settlements located along six different low volume roads. The field research helped gain a better understanding of gender-based differences in engagement in rural road planning and construction under PSNP and URRAP, and women and men's access to rural transport and mobility.

Additional SSIs were held with 60 WHH and 60 WS to assess the diffusion of rural transport options, including IMTs, and to delineate needs and priorities regarding rural transport services of both women and men. The fieldwork will be finalised before the end of March 2017. During the reporting period, and including the fieldwork carried out in November 2016, a total of 181 women (comprising 85 WHH and 77 WS) and 163 men have been reached through FGDs, SSIs, and PV. Questionnaires and survey forms that guided the SSIs and FGDs will be provided in the Final Report.

Figure 3: Photo Voice in Action, Kebele 028 in Kobo Woreda (Amhara state)

Key informant interviews (KII) with representatives of the Woreda-level Road Construction and Transport Authorities provided information and insights into the provision of transport services along the LVRRs in the study areas. An understanding of how operators organise the scheduling and distribution of transport and tariffs was obtained. This constitutes a starting point for the exploration of alternative transport options that will be explored in the Final Report.

4.1.2. Data Analysis and Validation

Analysis of the collected data has already begun using the software NVivo to organise and analyse the qualitative material from the field research. Preliminary findings of Phase I of the fieldwork were presented and validated in two multi-stakeholder workshops held in Mekelle (Tigray) on 1 March 2017 and Bahir Dar (Amhara) on 10 March 2017. Participants included representatives of the Road Construction and Transport Authority, the Regional Bureau of Agriculture, Ethiopian Roads Authority, Federal Integrated Infrastructure Development Coordinating Agency (FIIDCA), as well as other PSNP stakeholders such as The World Bank (see Annex C for participant data).

4.1.3. Preparation of Recommendations and Guidelines

Main preliminary findings of Phase I and Phase II of the research have been condensed into a policy chapter of a book to be published by NWO (Netherlands Organisation for Scientific Research). The highlighted themes addressed in the policy report are:

i. Access to rural transport services and mobility, emphasizing the differences between men, WS and WHH and other vulnerable groups such as elderly and People with Disabilities (PWDs) and
ii. Needs and priorities regarding rural transport services of both women and men, including IMTs.

In the upcoming phases of the project, key research outcomes will also be built upon to produce a Guidance Note, which shall comprise a compendium of key policy issues, practices, and solutions targeted at policymakers and sector professionals.

4.1.4. Dissemination and Outreach

As mentioned earlier, multi-stakeholder workshops were organised in Bahir Dar (Amhara) and Mekelle (Tigray), the workshops were attended by representatives of government organisations in the two regions responsible for the implementation of PSNP, road development, and transport services (bureaus of agriculture, road, and transport). Also present were representatives of federal-level organisations such as the Ethiopian Roads Authority, Federal Integrated Infrastructure Development Coordination Agency (FIIDCA), and the World Bank. There were in total 15 participants in Mekelle and 10 in Bahir Dar.

The workshops were used as forums to disseminate preliminary findings and analysis among the stakeholders. The participants validated the findings and provided comments and suggestions that helped fine-tune remainder of the field research. The events were also used to make contacts and set up interviews with key informants that were carried out subsequently.

Additionally, a number of blogs and videos have been published on TheWaterChannel (TheWaterChannel, 2016-17). They can be viewed at *www.thewaterchannel.tv/genderroads*.

4.2. Preliminary Findings

4.2.1. Engagement in Rural Road Development Planning and Implementation

Women exhibit a greater demand for roads than men

FGDs and SSIs with WS, WHH, and men, as well as interviews with key informants from government departments suggest that due to the different levels of access to available transport and greater time poverty, women are affected more by remoteness and low access to transport as well as education, healthcare and markets. Women therefore exhibit a stronger demand for feeder roads; and for improvements to existing feeder roads to enable a higher proportion of transport provision. They also participate more actively in the planning of the roads, as evidenced by their engagement with Kebele Steering Committees, whose role is to represent the community and present their demands before the Woreda administration.

Of the several effects of roads valued by rural women, two were cited most widely across the study area:

1. Rural roads enable ambulance services for safe childbirth to reach villages (this has led to a significant reduction in maternal and child mortality)
2. Women are usually responsible for purchasing household supplies on a regular basis and selling farm produce, and the presence of a road reduces their hardship in undertaking these activities significantly. Even when means of transport are not available, the upgrading of a

community path to a feeder road reduces the distance to destination; and improves walking conditions and safety.

Men's demand for roads, on the other hand, is tempered by a greater concern for potential loss of land resulting from new road construction.
This provisional finding, if corroborated by the full data analysis, would be significant as it would strengthen the argument for gender mainstreaming provisions in road planning (such as those in PSNP).

Gender mainstreaming provisions: What women value most
There are several provisions in the PSNP policy designed to increase the participation of and benefits to women. Responses from women surveyed indicate that the most widely implemented policies are:

- Paid maternity leave of up to 17 months from PSNP targets and obligations
- Lower daily work targets for WS and WHH, compared to men
- Exemption of women from hard physical work
- Exemption of elderly, sick, and disabled from PSNP activities

The literature review, as well as comparison of responses to interviews shows that implementation of provisions like the childcare system and flexible working hours for women is highly variable, across different Kebeles, Woredas, and regional states.

Further data collection and analysis may support these interim findings or reveal new findings. Eventually, an understanding of the gender mainstreaming provisions available and how implementing agencies are applying them will help identify which ones are most effective, and why they are particularly transformative in the Ethiopia context.

Figure 4: (Clockwise from top-left) Women at a planning meeting; site of road being constructed under PSNP; Bajajs plying on a rural road; and a midi-bus

4.2.2. Gender, transport and mobility

Rural transport: Private enterprise fails to cater to rural demand

According to scoping studies carried out during the inception phase of the project, 80% of the trips in the region are carried out on foot. FGDs and SSIs in Tigray and Amhara reveal that access to motorised transport services remains low along rural roads connecting dispersed villages or villages to small towns.

In March 2017, transport authorities that operate bus stations in urban centres were interviewed. According to them, the key reason for the low supply of transport services is that transport operators (almost all private entrepreneurs) do not find it profitable to ply on rural roads, except on market days. Prices set by bus drivers are often unaffordable especially for women who have generally less disposable income than men. While women and men both participate in agricultural activities in Ethiopia, FHH tend to be disadvantaged because they may lack access to labour and oxen. For this reason FHH often engage in sharecropping agreements, which halves their potential farming income. Both midi and mini-bus operators charge on average 0.35 GBP per km for passengers; and 0.87 GBP per km for freight up to 50 kg.

Sometimes, the transport authority at the bus stations in market towns can ask bus operators to go to certain rural areas if enough passengers come forward with such a request. The authority then has to allow operators to charge a 50% surcharge, as an incentive to compensate for an empty return trip. Consequently, trips made on rural roads are more expensive per km than trips made over the same distance on urban roads. FGD and SSI respondents said they recognised this, and found it unfair and unaffordable, and the cost of transport was cited as a cause of school dropout after primary school. In some areas, a group of children jointly rent rooms for the week close to the secondary school, but this appears to be the exception rather than the norm.

To make the trip profitable, buses often take extra passengers, well beyond their capacity. So midi-buses often carry up to 60 people (against a carrying capacity of 20-25) and mini-buses often operate with 35 passengers on board (against a carrying capacity of 10-12). Crowded buses are discouraging and threatening to women, especially to those who are pregnant and/or carrying small babies. In Photo Voice exercises, women often explained that “if they were men, they could elbow their way through the crowd and grab empty seats.” The result is that women have to wait for many hours for less crowded buses. In some villages, the uncertainty of being able to find transport discourages women from undertaking the trip, which, in turn, limits their mobility and access to goods, services, and social relations.

Figure 5: A midi-bus and a mini-bus

Based on these findings, a number of transport operators will be interviewed in next phase of field research. The objective will be to validate these findings, and develop an understanding as to why rural routes are not serviced by motorised transport.

Mobility: Differences between Women Spouses and Women Heads of Household
Among women, WHH usually have less access to money than WS, for reasons described in the previous section. This results in WHH preferring to walk to the market or making at least one trip (either on the way to or from the market) on foot. The FGDs also revealed that WHH are more free to make travel-related decisions (like whether to travel or not, or when to travel), as they do not have to seek their husbands' permission. The difference in mobility between WS and WH is principally a result of these two factors.

4.2.3. Intermediate Means of Transport

Donkey Carts as a key Intermediate Means of Transport
Donkeys are a key means of transporting loads (farm produce to the market, household supplies and food items back from the market) for a large number of rural people in these parts of Ethiopia.

Figure 6: A donkey cart in Kobo town, Amhara

However, the use of donkey carts in rural areas is limited by the following:

- Quality of feeder roads/ terrain: along the study roads in Kilte Awlaelo (Tigray state) and Kobo (Amhara state), people see donkey carts as unviable options on poorly maintained feeder roads, particularly those that are too rocky and have steep stretches (of which there are many).
- Price surge: donkey cart prices have risen dramatically over the past decade or so (from 4,000-5,000 ETB to 30,000 ETB including the donkey). Respondents in interviews and FGDs said there had been a general rise in commodity prices across the country over the past 10 years. An analysis of inflation data over the period will be undertaken for the Final Report.

Three-wheeler taxis (Bajaj) are considered unsafe but still widely used
Three-wheeler taxis, known locally as Bajaj (a common brand name) even though officially not allowed to circulate outside urban centres, are one of the most common IMTs available to rural people. Although designed to carry 3 passengers, they usually carry 6-7 people. Bajajs are well-suited to urban roads, but with small wheels and relatively low power, they are less appropriate for rough rural roads or hilly areas (ESCAP, 2016). Due to frequent overloading, instability, bad road conditions and irresponsible driving, Bajajs are widely perceived among respondents as being dangerous, and the cause of occasional accidents along the rural roads. Nevertheless, all rural community members surveyed admitted to using Bajajs from time to time as they are available and

convenient, and they fill a gap in transport service provision. In most Kebeles studied, it is even possible to call a Bajaj operator by phone, allowing people to summon them during emergencies.

Motorbike-based IMTs: Potential limited by lower incomes

Transport research shows that in many neighbouring countries (such as Kenya) and in many African countries in general, there has been a proliferation of a wide variety of IMTs, especially motorbike-based ones (ESCAP, 2016; Starkey, 2001). In Ethiopia, such options are rare. In FGDs and SSIs, respondents were shown pictures of such IMTs (see Figure 7) and asked whether they would be appropriate for their needs. Everybody consulted agreed that three-wheeler pickups are a good option to transport farm products to the market, as well as household supplies and construction materials. Three-wheel pickup trucks are more common in areas with high agricultural potential (expressed in vegetable production and higher incomes from farming), and may be a solution to the transit of small-scale freight.

Figure 7: A three-wheeler Piaggio pickup truck transporting vegetables in Kobo Woreda, Amhara state

Differences between Tigray and Amhara States: Agricultural potential and IMTs

Kobo Woreda in Amhara has high agricultural potential (in this district, groundwater sources have been developed, farmers have access to irrigation and they are relatively prosperous). In contrast, Kilte Awlaelo in Tigray is mostly rainfed. With higher farm incomes and the need to transport large volumes of agricultural produce, IMTs (particularly Piaggio branded three-wheel trucks) are much more commonplace in Kobo than in Kilte Awlaelo.

5. Next Steps

Field research and data collection will be finished by the end of March 2017. This will include SSIs with WS and WHH; as well as interviews with key stakeholders such as transport operators, officials from road development and transport authorities, and international donors supporting PSNP.

As mentioned earlier, data analysis has already begun. Based on the completed data analysis, key themes will be identified that will serve as topics for the guidance note and the academic paper. The academic paper will present the key research findings from the project to the research community. The guidance note, on the other hand, will be developed as a compendium of key policy issues,

practices, and solutions; targeted at policymakers and sector professionals. Throughout the remainder of the project, key findings and outputs will be disseminated regularly through blog posts and videos on TheWaterChannel (*www.thewaterchannel.tv*). An open webinar will be organised in August 2017 to present the project findings online to an international audience (see Annex D to G for Steps for the Next Reporting Period, an Updated Workplan and Logframe, and a statement on partner contributions).

6. Lessons Learnt

The phased manner in which field research was implemented in the project allowed for multiple opportunities to take stock, analyse and validate data, and draw lessons for subsequent phases. These lessons pertain to the research process, and also provide insights into the topics of gender, rural roads, and transport. Some of them are summarised here:

1. THE IMPORTANCE OF VALIDATION: A question posed to respondents was whether they received compensation for land lost to road development. Most of them responded in the negative. Upon putting the question to farmers across different age-groups and different Woredas, and to various stakeholders it was found that while there was no direct compensation, those who lost land were accorded priority in subsequent rounds of land redistribution by the government (all land in Ethiopia is government owned). This outcome significantly affected our assessment of the land acquisition process in Ethiopia according to the experiences of respondents. A lesson learnt was the importance of validating and triangulating data across various sources and respondents.

2. PHOTO VOICE: In the first phase of research, the Photo Voice (PV) methodology was tested in Aynalem Kebele, Kilte Awlaelo Woreda (November 2016). The process and the findings were documented and analysed. It was noted that more time had to be budgeted for the exercise, to make sure that women were able to present their images to each other without being rushed. It was also recognised that the exercise had to be precisely timed; that it should begin either very early in the morning or after lunch to make sure women were free from their daily chores. Both these lessons guided planning of the subsequent PV exercise in March 2017.

3. INCENTIVES vs GIFTS: Noting that participants in PV and FGDs would be spending several hours in the process during a busy period in the agricultural cycle (November-January), it was planned to offer some coffee to each contributor as a show of gratitude. It was after several rounds of feedback from local facilitators that the research team could arrive at an appropriate amount—neither so little that it looked frivolous, nor so much that it would be deemed a payment for participation. While offering the 200 grams or so of coffee to participants, the team learnt that it was important to present it as a way of honouring the Ethiopian tradition of offering coffee to friends.

4. MEN, WOMEN AND PRIORITIES: Through FGDs, SSIs, and Photo Voice, WS, WHH and men are being asked what their priorities are with respect to roads, transport and mobility. Much of the data is yet to be tabulated and processed. However, preliminary trends indicate the following as women's and men's primary access challenges.

Men	Women
• Bad road conditions • Narrowness of roads • Suboptimal design and maintenance of drainage infrastructure causing flooding • Compensation for loss of land to road development	• Low access to rural means of transport (infrequent and crowded vehicles) • High fares • Accidents • Dust • The first mile (path from home to the rural road)

The difference between women's and men's priorities provisionally emerged from the fieldwork, and correspond to the challenges they identified. There is consensus on upgrading feeder roads. However, their points of entry are different. Women articulate safety as a clear concern, pointing to the accident risk posed by blind turns and steep slopes.

Men	Women
• Improved design and maintenance of road drainage • Asphalting feeder roads • Widening roads • Regulating fares	• Improved access to means of transport • Upgrading feeder roads (with various features—more width, fewer blind turns--that reduce the risk of accidents) • Lower and regulated transport fares

Another difference was in the approach of women and men to Photo Voice. Men approached it as an opportunity to capture and present what was broken and needed to be fixed (roads/culverts/bridges). Women, on the other hand, were also inclined to share details of their daily lives (how they travel, what means of transport they take), including good and bad characteristics. The only images of a 'good road' were taken by a group of women in Kobo Woreda, Amhara.

These lessons were learnt at various points in the project period, and so an overall lesson learnt was the value of phasing the research process and validating the results through triangulation (see Annex H for the workshop presentation showing other outputs from the fieldwork).

7. Interim Conclusions and Recommendations

The most significant development of the reporting period was completion of 85% of the field research. The level of involvement of governmental stakeholders in the process was satisfactory: framing of research questions, and planning and execution of fieldwork benefited significantly from inputs and logistical support by the bureaus of agriculture (main implementers of PSNP), as well as road, transport and construction authorities. These agencies also participated in the multi-stakeholder workshops where they contributed to validation of preliminary results, helped identify gaps in the data collected and refined the research questions and methodology for the final round of fieldwork.

Full analysis of the data will follow completion of the field research (end of March 2017). However, preliminary results validated at the stakeholder workshops have led to an improved understanding of some key issues, namely:

- How women interface with the road planning process through Kebele steering committees,
- The higher value women accord to feeder roads than men,
- Gender-specific provisions in the PSNP that are most widely implemented,
- Transport solutions for Low-Volume Rural Roads in Ethiopia are scarce. During periods of high demand and/or emergencies, transport needs are fulfilled by vehicles that are unsuitable for feeder roads such as midi-buses and three-wheeler taxis,
- The variation in use of certain IMTs (such as donkey carts and Piaggio three-wheeler pickups) corresponds to the variability in access to irrigation, agricultural productivity and consequent prosperity,
- Access to assets, income levels and sources, limits the access of Women Headed Households to transport,
- Apart from affordability, the proliferation in use of motorised IMTs is limited by the poor quality of feeder roads (widespread) and terrain (steep stretches).

Observations regarding IMTs in Ethiopia and suggestions as to the line of enquiry by ReCAP and members of the 'Researchers of Gender Mainstreaming in Rural Transport' web group helped widen the focus of the research questions and collect insights into people's concerns regarding vehicle design and affordability. This is in contrast to a more conventional approach to dissemination, where research results are shared after they have been finalised. It is therefore recommended that research findings are continuously disseminated as they emerge throughout the remainder of the project.

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Annex A: Budget and Inputs

	Items					Totals (GBP)	Total Used (GBP)	Total used (Percentage)
	For Component of Fixed fee							
Position Title	**Expert**	**No. of Days Input**	**No. of days spent**	**Fee rate**				
Gender Expert	Cecilia Borgia	20	15	320		6,400	4,800	75%
Socio-economist	Kebede Manjur Gebru	30	15	160		4,800	2,400	50%
Community Engagement Expert	Letty Virginia Fajardo Vera	15	12	320		4,800	3,840	80%
Social Development & Communication Expert	Abraham Abhishek	17	17	300		5,100	5,100	100%
Social Development Expert	Nardos Masresha Tadesse	25	10	160		4,000	1,600	40%
Road Development and Transport Specialist	Frank van Steenbergen	5	3	340		1,700	1,020	60%
	Subtotal Fee Component					**26,800**	**18,760**	**70%**
	Expenses Component							
Item	**Description/Comment**	**Unit**		**No. of Units**	**Unit Price**	**Totals (GBP)**	**Total used (GBP)**	
International travel (field research)	4 Flights	Flight		4	900	3,600	3,847.67	107%
Local travel (field research)	(Lump Sum)					4,000	3,434.37	86%
Accommodation research missions	Research Missions	Per night		80	50	4,000	1,485.05	37%
Workshops and	(Lump Sum)					4,500	1,122.58	25%

Meetings								
Guidance note on improvements	(Lump Sum)					2,000		
Webinars (International Roads Federation or TheWaterChannel)				1	2300	2300		
	Subtotal Expenses Component					**20,400**	**9,889.68**	**48%**
	TOTAL (Subtotal Fee Component+ Subtotal expenses Component)					**47,200**	**28,649.68**	**61%**

Annex B: Results Achieved in Reporting Period (Date)

Progress against workplan.

Activity	Expected Progress for Reporting Period	Actual Progress for Reporting Period	Deviation	Challenges	Corrective Action / Comment[4]	
					Action	**By Whom?**
- **Activity 1. Methodology Design and Research Planning**						
- Sub Activity 1.1. Scoping Study	Completed	Completed	None	Quantitative gender neutral data	Validation/further investigation through qualitative gender disaggregated research	Mekelle University/MetaMeta
- Sub Activity 1.2. Preliminary Assessment	Completed	Completed	None	Research objectives and questions were still under revision	Research objectives and questions redefined during the Inception Workshop	MU/MM
- Sub Activity 1.3. Methodology Testing	Completed	Completed	None	Unfamiliar participatory research approach (well-being) and methods (photo-voice) required	Methodology and tools tested and expanded/adapted to local context with inputs from local research staff	MU/MM

[4] If appropriate (i.e. if planned activities were not implemented) then signal what actions will be taken by whom to address deviations from the work plan.

				training of research staff and tools needed testing and adaptation		
- Sub Activity 1.4. Literature Review	Completed	Completed	None	Regional-specific literature on gender, transport, and mobility missing	Current research aims to fill knowledge gap	MU/MM
- Sub Activity 1.5. Inception Workshop and Consultations	Completed	Completed	None	None		
- *Milestone 1. Inception Report*	Completed	Uncompleted	Deadline extension sought and granted	Inception workshop could not be organised before deadline	Inception report handed in within new deadline and included inputs from inception workshop	MU/MM
- **Activity 2. Field Research**						
- Sub Activity 2.1. Field Survey (Semi-structured interviews)	Uncompleted	65% done	None	None		
- Sub Activity 2.2. Focus Group Discussions	Uncompleted	100% done	Completion ahead of schedule	None		
- Sub Activity 2.3. Photo-Voice	Uncompleted	100% done	Completion ahead of schedule	None		
- *Milestone 2. Progress*	Completed	Completed	None	None		

Report						
- **Activity 3. Data Analysis and Validation**	Uncompleted	40 % Data analysis completed	Progress ahead of schedule	None		
- *Milestone 3. Multi-stakeholder workshop*	Uncompleted	Completed	Completion ahead of schedule	None		
- **Activity 4: Preparation of Recommendations, and Guidelines, Documentation of Solutions**						
- *Milestone 4. Guidance Note*	Uncompleted	Uncompleted	None	None		
- **Activity 5: Drafting and revision of Research Outputs and Final reporting**						
- 5.1 Drafting of academic paper	Uncompleted	Uncompleted	None	None		
- *Milestone 5: Final Report*	Uncompleted	Uncompleted	None	None		
- **Activity 6: Dissemination and Outreach**						
- 6.1. Blogs	Uncompleted		None	None		
- 6.2. Videos, including video interviews	Uncompleted		None	None		
- 6.3. Webinar	Uncompleted	Uncompleted	None	None		

Annex C: Participant Data

Multi-stakeholder Workshop: *'The Wider Road'*
Axum Hotel, Mekelle
March 01, 2017

	Name	Organisation	Gender	Contact details
1	Getachew Engdayehu	Amhara Regional Bureau of Agriculture	Male	ztseatgeta@yahoo.com
2	Haftu Kiros	Tigray Regional Bureau of Agriculture	Male	haftumed@yahoo.com
3	Tewodros Abebe	Federal Integrated Infrastructure Development Coordinating Agency (FIIDCA)	Male	teddyasne29@gmail.com
4	Tsega Feyisa	Federal Integrated Infrastructure Development Coordinating Agency (FIIDCA)	Female	tseday.tadege@gmail.com
5	Wubanchi Teso	Federal Integrated Infrastructure Development Coordinating Agency (FIIDCA)	Female	wubanchitesso@gmail.com
6	Bekele Negussie	Federal Integrated Infrastructure Development Coordinating Agency (FIIDCA)	Male	bekelenegussie1@yahoo.com
7	Deribachew Mezgebu	Ethiopian Roads Authority	Male	derex0801@yahoo.com
8	Begashaw Wukam	World Bank	Male	bwoldu@worldbank.com
9	Marta Gonfa	Tigray Bureau of Construction, Road and Transport	Female	marthagonfa@gmail.com

10	Mebrate Melesse	Tigray Bureau of Construction, Road and Transport	Male	mebratemelesse@gmail.com
11	Zewdu Seifu	Ethiopian Water Technolgy Institute-MoWIE	Male	zedoo1020@yahoo.com
12	Chuol Biel	Gambela Bureau of Water Management	Male	chuolbiel@gmail.com
13	Tena Gobena	Tigray Regional Bureau of Agriculture	Male	tena.9999@gmail.com
14	Teferi Daba	Irrigation Development Authority	Male	dabateferi@gmail.com
15	Nuru Yesuf Nur	Tigray Regional Bureau of Agriculture	Male	nuruysf@gmail.com

Multi-stakeholder Workshop: 'The Wider Road'
Bahir Dar, Amhara
March 10, 2017

Name	Name	Organisation	Gender	Contact details
1	Assefa Siasay	URRAP	Male	-
2	Girmaw Belete	Amhara Road and Transport Bureau	Male	bkidanz@gmail.com
3	Solomon Woldimokun	Amhara Bureau of Agriculture	Male	-
4	Dawit Belay	Amhara Road and Transport Bureau	Female	Dawitbelay1001@yahoo.com
5	Kindalem Amognie	Estie Woreda Administration	Female	-

6	Mohammed Assefa	Albuko Agriculture Office	Male	albukonrm@gmail.com
7	Mulugeta Yibelete	Fata Woreda Admin Office	Male	-
8	Wokdu Kassauw	Mekdelle Woreda Admin Office	Male	-
9	Getachew Engdayehu	Amhara Regional Bureau of Agriculture	Male	ztseatgeta@yahoo.com

Annex D: Steps for Next Reporting Period (August 2017)

Workplan for next reporting period.

Activity	**Expected Progress for Reporting Period**	**Planned sub-activities**[5]
- **Activity 1: Methodology Design and Research Planning**	(Activity Completed)	N.A.
- *Milestone 1: Inception Report*	(Inception Report submitted)	N.A.
- **Activity 2: Field Research**		
- Sub Activity 2.1 Field Surveys (Semi-structured interviews)	Remaining 35% Field Surveys (SSI and KII) will be completed	- More road segments in Kilte Awlaelo and Kobo districts will be identified, communities along them will be engaged, semi-structured interviews (Target:10 WS and 10 FHH) -If necessary, enumerators will be hired, trained, coordinated - Interviews will be conducted with key stakeholders, e.g. transport operators, officials from road construction and transport authorities, PSNP donors
- Sub Activity 2.2. Focus Group Discussions	(Activity Completed)	N.A.

[5] If planned activities were not implemented in the period covered by this report, then the actions proposed in Annex 1 to address this should also appear in this column.

- Sub Activity 2.3. Photo-Voice	(Photo-Voice exercises completed)	N.A.
- *Milestone 2: Progress report*	(Progress report under review)	N.A.
- **Activity 3: Data Analysis and Validation**	Data analysis will be completed	- Analysis of collected data will be completed
- *Milestone 3: Multi-stakeholder workshop*	(Multi-stakeholder workshop organised- March 2017)	- Inputs received during the workshop have been incorporated into the field research process. - Inputs received during the workshop will be documented - Interviews conducted with key informants during the multi-stakeholder workshop will be processed and analysed
- **Activity 4: Preparation of Recommendations, and Guidelines, Documentation of Solutions**		
- *Milestone 4: Guidance Notes*	- Guidance Notes finalised and submitted	- List of relevant topics for guidance notes to be prepared, reviewed and finalised: internally (within research team and ReCAP team) and in consultation with stakeholders (roads/ transport authorities, PSNP implementing organisations) - Drafts will be reviewed, finalised, laid out, printed, and disseminated
- Activity 5: Drafting and revision of Research Outputs and Final		

reporting		
- Sub Activity 5.1. Drafting of academic paper	- Academic paper will be drafted and reviewed internally	- Following review, draft paper will be finalised for submission to various journals
- *Milestone 4:* *Final Report*	- Final report submitted to ReCAP	Drafting, internal review of the draft
- Activity 6: **Outreach and Dissemination**		
Sub Activity 6.1. Blogs	- 3 blog posts will be prepared and posted on TheWaterChannel (www.thewaterblog.tv)	- Blog posts will be disseminated through newsletter and social media channels
Sub Activity 6.2. Videos, including video interviews	- 3 videos will be prepared and posted on TheWaterChannel (www.thewaterblog.tv)	- Videos will be disseminated through newsletter and social media channels
Sub Activity 6.3. Webinar	- Webinar will be conducted discussing key results of the project (August 2017)	- Webinar will be publicised as an open, public event. - A recording and a 5-minute highlights clip will be produced and disseminated.

Annex E: Updated Workplan

Activity	Month 1-Oct '16	Month 2-Nov '16	Month 3-Dec '16	Month 4-Jan '17	Month 5-Feb '17	Month 6-Mar '17	Month 7-Apr '17	Month 8-May '17	Month 9-Jun '17	Month 10- July '17	Month 11-Aug '17	Month 12-Sep '17
Activity 1. Methodology Design and Research Planning												
1.1. Scoping Study												
1.2 Preliminary Assessment												
1.3 Methodology Testing												
1.4 Literature Review												
1.5 Inception Workshop and Consultations												
Milestone 1: Inception Report												
Activity 2. Field Research												
2.1 Field Surveys												
2.2 Interviews and Focus Group Discussions												
2.3 Photo-Voice												
Milestone 2: Progress Report												
Activity 3: Data Analysis and Validation												
Milestone 3: Multi-stakeholder workshop												
Activity 4: Preparation of Recommendations, and												

Guidelines, Documentation of Solutions												
Milestone 4: Guidance Note												
Activity 5: Drafting and revision of Research Outputs and Final reporting												
5.1 Drafting of academic paper												
Milestone 4: Final Report												
Activity 6: Dissemination and Outreach												
6.1. Blogs												
6.2. Videos, including video interviews												
6.3. Webinar												

Key –Activity Type

	Advisory Input
	Milestones
	Workshops

Annex F: Progress towards ReCAP logframe outputs

Progress against anticipated ReCAP logframe outputs as detailed in Inception Report. Service Providers should reference the Logframe Indicator Calculation Notes for guidance.

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
Outcome: Sustained increase in evidence base for more cost effective and reliable low volume rural road and transport services, promoted and influencing policy and practice in Africa and Asia	1. SUSTAINABILITY: Partner Government and other financiers co-funding research with ReCAP. Contributions in kind (K) and Core Contributions (C)	Adoption and Dissemination of guidelines, practical tools, solutions along with these organisations	Project progress on track to achieving this milestone well ahead of time	This reporting period	Bulk of fieldwork completed with in-kind and logistical support of various government agencies. At stakeholder workshops in March 2017, 85% of the data collected was validated by partner government organisations.
				Cumulative to date	Inception activities, bulk of field research, and validation of bulk of data, have been carried out with in-kind and logistical support (including staff time) from Tigray Bureau of Agriculture & Rural Development, Amhara Bureau of Agriculture & Rural Development, and Ethiopian Roads Authority.
	2. Concrete examples of change (applied or formally adopted), influenced by ReCAP	Practical recommendations and tools drafted, formally	Challenge: Recommendations will be prepared and shared with stakeholders well	This reporting period	Bulk of field research completed during this reporting period. Preliminary results and analysis have been discussed with government stakeholders at workshops.

[6] Evidence to be attached to the report submission.

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
	research that will be applied to #km of road in focus countries.	adopted, disseminated Recommendations for national/ regional guidelines on gender mainstreaming prepared. Recommendations approved, adopted by government organisations	within project timeframe. However, formal adoption and actual implementation of the recommendations and tools might materialise after end of the project. Challenge: Approval/adoption of recommendations contingent on progress made by government organisations (such as Ethiopian Roads Federation) towards revising existing guidelines.		Field data, its analysis, and discussions with stakeholders will form the basis of the recommendations.
				Cumulative to date	In addition to achievements during this reporting period, a round of consultations with government stakeholders was also carried out in the inception period (inception workshop)
	3. Number of citations in academic articles of ReCAP peer reviewed articles and/or working papers, conference papers etc.	Citable literature produced	Project progress thus far on track to achieving target on time	This reporting period	Bulk of data collection completed, preliminary analysis carried out. Commencement of drafting of chapter that will appear in a Netherlands Organisation of Scientific Research (NWO) publication. The chapter will present select findings of the

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
					field research.
				Cumulative to date	(Same as achievement during this reporting period)
Output 1: RESEARCH and UPTAKE: Generation, validation and updating of evidence for effective policies and practices to achieve safe, all-season, climate-resilient, equitable and affordable LVRR and transport services in African and Asian countries. (Low Volume Rural Roads : LVRR / TS – Transport Services)	1.1 LVRR: Number of peer reviewed papers generated from ReCAP supported or related LVRR research projects made available in open access format.	At least 1 (one) peer-reviewed paper produced	Project progress thus far on track to achieving target on time	This reporting period	Bulk of data collection completed, preliminary analysis carried out. The data and analysis will form the basis of the paper.
				Cumulative to date	(Same as achievement during this reporting period)
	1.2. TS: Number of peer reviewed papers generated from ReCAP supported or related LVRR research projects	At least 1 (one) Peer-reviewed paper made available through the ReCAP and TheWaterChannel	Project progress thus far on track to achieving target on time	This reporting period	N.A.
				Cumulative to date	N.A.

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
	made available in open access format.	websites			
	1.3 Engineering Research: National policies, manuals, guidelines and/or research outputs that have been fully incorporated into Government/Ministerial requirements, specifications and recommended good practice as a result of ReCAP engineering research (including climate change adaptation and AfCAP and SEACAP adaptations). To include introduction of new policies and modification to existing policies.	Validation workshops carried out with involvement of these stakeholders Guidelines, tools, solutions endorsed by stakeholders Contributions to guidelines prepared. Contributions shared with, endorsed by and formally adopted by policy organisations.	3 validation workshops already carried out Challenge: Approval/adoption of recommendations contingent on progress made by government organisations (such as Ethiopian Roads Federation) towards revising existing guidelines. Challenge: Formal adoption and actual implementation of the recommendations and tools might materialise after end of the project period.	This reporting period	2 validation workshops carried out with key governmental and non-governmental stakeholders
				Cumulative to date	3 validation workshops carried out with key governmental and non-governmental stakeholders

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
	1.4 TRANSPORT SERVICES Research: National policies, regulations and/or practices for rural transport services modified or introduced as a result of ReCAP research (including road safety and gender and AFCAP and SEACAP research) To include introduction of new policies and modification to existing policies.	Guidelines developed, disseminated, and endorsed by stakeholders Policy impact reported in Final report	Challenge: Guidelines will be prepared and shared with stakeholders well within project timeframe. However, formal endorsement might materialise only after end of the project. Project progress on track to meet target	This reporting period	N.A.
				Cumulative to date	N.A.
	1.6. LVRR and TS information generated for dissemination, and disseminated, that is not peer reviewed. Total to include research papers, final research reports, workshop reports, manuals and guidelines. CHECK IF THIS IS TO BE PART OF Service Provider Reporting			This reporting period	
				Cumulative to date	

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
Output 2: CAPACITY BUILDING: The building of sustainable capacity to carry out research on low volume rural roads, and rural transport services in African and Asian countries.	2.1. African / Asian experts or institutions taking lead roles in ReCAP Research Projects.	Practical recommendations, tools, and solutions tools generated under the project, for benefit of all organisations involved in PSNP programme	Project progress on track to achieving this target	This reporting period	Bulk of field research, data analysis and workshop outputs carried out; They will all form the basis for developing practical recommendations, tools and solutions.
				Cumulative to date	Field research, data analysis and 1 workshop organised during the inception period, in addition to achievements of this reporting period
	2.3. Research projects with female researcher inputs at senior technical level.	N.A.	N.A.	This reporting period	N.A.
				Cumulative to date	N.A.
Output 3: KNOWLEDGE: Generated evidence base of LVRR and transport services knowledge is widely disseminated and easily accessible by policy makers and practitioners (including education and training institutions).	3.2. ReCAP generated knowledge presented and discussed at high level international development debates and conferences	Webinar organised, months 11-12 Feedback collected and documented in final report 3 blogs+ 3 newsletter on a topic related to the research findings	Project progress on track to achieving these targets	This reporting period	3 blog posts+3 videos produced, disseminated through TheWaterChannel
				Cumulative to date	4 blog posts+4 videos produced, disseminated through TheWaterChannel

Intervention Logic	Indicator	Next Milestone (September 2017)	Comment. (Risks, challenges, will Targets be achieved, and on time?)	Achievement[6]	
		3 videos interview with a key informant, produced and disseminated through TheWaterChannel			
	3.3. ReCAP generated knowledge disseminated through significant workshops and dedicated training, virtually or physically, that is rated by participants as effective.		Project progress on track to achieving these targets	This reporting period	2 stakeholder workshops organised
				Cumulative to date	3 stakeholder workshops organised

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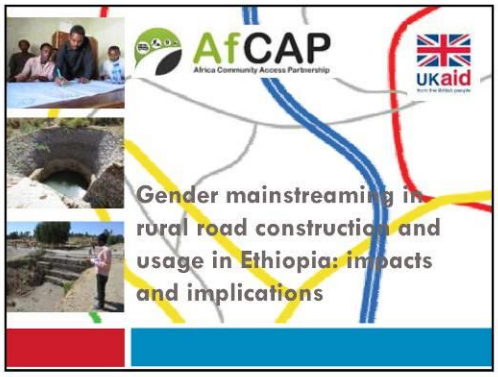
Annex G: Partner Contribution

The support received by the project from partner government organisations was in the form of data, discussions, feedback, dissemination and logistical support. They have provided this support at an institutional level and as a matter of their overall policy. It is difficult to delineate contribution of individual staff members and express it in terms of staff time. Thus, no formal contribution was made 'in-kind' by government stakeholders.

Annex H: Presentation at Multi-stakeholder Workshops

19/03/2017



Objectives

1. Improve current understanding of engagement of women and men in rural road development
2. Provide practical recommendations for gender mainstreaming in planning and implementation of roads and rural transport
3. Contribute to guidelines and policies on gender mainstreaming in the road development/transport sector
3. Document and disseminate personal stories of women role models to inspire other women to do the same
4. Identify high-impact themes for further action and research, for gender mainstreaming in rural road development and transport

Methodology

- Amhara and Tigray
- Communities along feeder roads
- 200 women and 100 men
- FGDs, Semi-structured interviews, Photovoice, Key Informant Interviews
- Well-being methodology
- Qualitative and quantitative research

1. Engagement in planning and construction under PSNP and URRAP

PSNP

- meetings about planning of works and division of responsibilities and contributions attended mostly by men
- Women leaders may also attend
- In general, women are informed by Tabia administration about the work to be done

- Women and men tasks are equal in road construction, but in case of heavy physical work they work in teams of 2 men and 3 women. Under the PSNP, payment is equal for men and women for the same amount of work.

- Although foreseen by gender mainstreaming policy within PSNP, in practice, there is no child care system near the workplace and mothers have to ask relatives and neighbours to look after their child while they are working. To achieve all their daily activities, they get up early in the morning at 05:00 AM and they perform all home duties before going to work.

1

- Besides the maternity leave from the 6th month of pregnancy up to when the child is 6 months old, there are no other gender sensitive provisions. They also do not take into consideration the marital status of women which may affect their ability to contribute in the activities of the PSNP.

2. Transport and mobility

- Costerbus has a capacity of 28 people but it often carries up to 60!
- On feeder roads, it is the driver who sets the price, which can vary. He charges an additional price for cargo
- Women are price takers are they are pressured to attend to their several duties
- Pregnant or mothers with small babies are discourged to travel as they fear for their baby
- Women who cannot afford the ticket have to carry with their loads on foot up to the market/village

- There is a scarcity of means of transport in rural areas because not rentable enough for service provider (still few villages connected with feeder road
- Women have to wait longer for the bus as they are outcompeted by men in the battle to get on the bus

- Bajaj are officially not allowed to circulate on feeder roads
- Bajaj ask for higher prices than buses
- Women prefer the bus because they can carry their cargo easier
- Bajaj are used more in emergency cases
- They can also be contracted for 100 ETB

- Donkey –pulled cart to transport farm products and materials on feeder roads and community roads
- Only a minority owns one but they are borrowed between neighbours and relatives

- Poor women that do not own one nor they can borrow it have to carry their loads on their shoulders for several km

- Camels are also used to transport materials and farm products

- The first mile up to the feeder road can be extremely tiresome and eternal particularly for elderly, sick, disabled, pregnant women, mothers with small babies, pressured women, women heads of household that have to do all by themselves

- Just by upgrading a community road to a feeder road makes huge difference!
- For instance, villages connected with a feeder road can be reached by the ambulance system for safe delivery which has reduced child mortality by so much

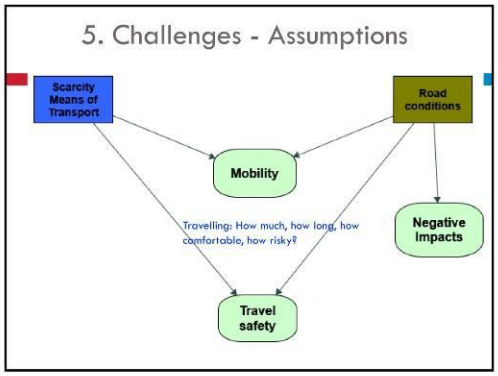
- Bad road conditions such as when large gullies are formed alongside roads, are a big menace to road safety
- Many accidents happen because of bad road conditions
- And because of inexperienced drivers!

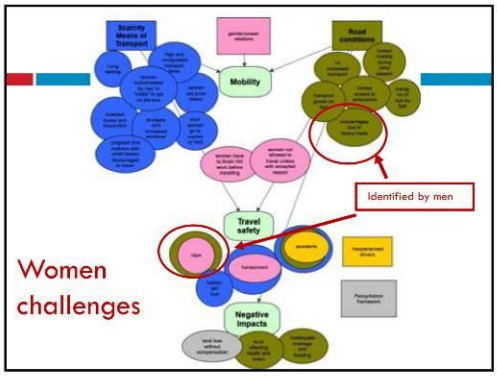
3. Negative impacts

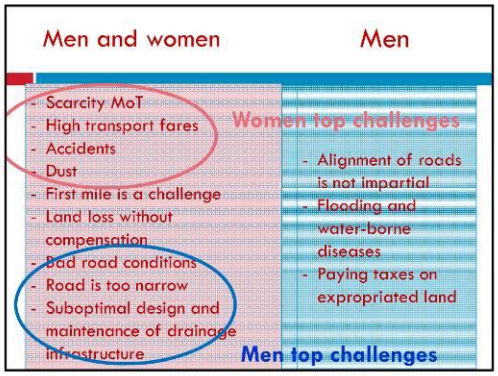
- Dust is still a big problem
- Hazard to human health
- Spoils household items and foodstuff
- Interferes with crop productivity and mixes with grains and affects threshing

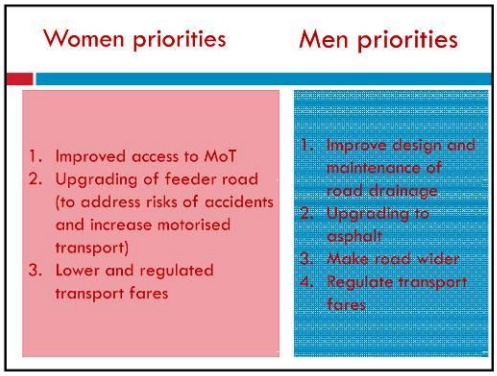
4. Positive impacts

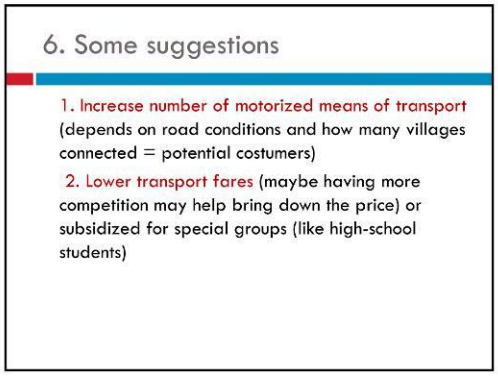
- Saves time especially for women who can do different activities in a day
- Safe delivery with ambulance system
- Travelling by foot is unsafe
- Roadside trading and small businesses (many women-run)
- Easier transport with carts and motorized vehicles
- Connects separated villages
- More visit to relatives!
- Merchants can buy at the farm gate for higher price
- On-time selling of perishable products

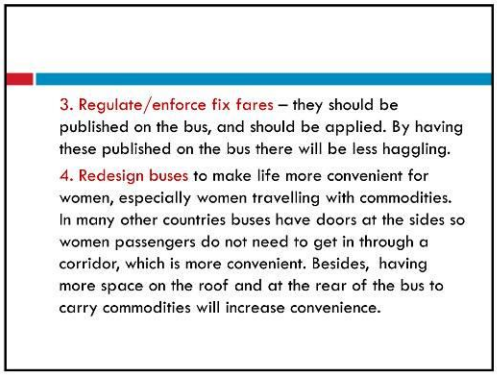

5. Challenges - Assumptions
Scarcity Means of Transport
Road conditions
Mobility
Travelling: How much, how long, how comfortable, how risky?
Negative Impacts
Travel safety


Identified by men
Women challenges


Men and women
Men
- Scarcity MoT
- High transport fares
- Accidents
- Dust
- First mile is a challenge
- Land loss without compensation
- Bad road conditions
- Road is too narrow
- Suboptimal design and maintenance of drainage infrastructure
Women top challenges
- Alignment of roads is not impartial
- Flooding and water-borne diseases
- Paying taxes on expropriated land
Men top challenges


Women priorities
Men priorities
1. Improved access to MoT
2. Upgrading of feeder road (to address risks of accidents and increase motorised transport)
3. Lower and regulated transport fares
1. Improve design and maintenance of road drainage
2. Upgrading to asphalt
3. Make road wider
4. Regulate transport fares


6. Some suggestions
1. Increase number of motorized means of transport (depends on road conditions and how many villages connected = potential costumers)
2. Lower transport fares (maybe having more competition may help bring down the price) or subsidized for special groups (like high-school students)


3. Regulate/enforce fix fares – they should be published on the bus, and should be applied. By having these published on the bus there will be less haggling.
4. Redesign buses to make life more convenient for women, especially women travelling with commodities. In many other countries buses have doors at the sides so women passengers do not need to get in through a corridor, which is more convenient. Besides, having more space on the roof and at the rear of the bus to carry commodities will increase convenience.

4. Adopt measures to reduce accidents. Road maintenance is important but also proper road water management – using rolling dips and water bars. Use of reflectors as roads are often badly lit.

5. Insurance for disability and health costs related to traffic accidents should be arranged. Under the current system, an insurance pay-out (ETB 40,000) is done in case of a fatal traffic accident. There is no coverage for health costs or disability caused by traffic accidents. Such coverage is much needed to help victims cope with traffic accidents.

6. Corrections should be made to Land Records as part of surrender of land to feeder road construction. If a Community Road or URRAP Road is built, people are expected to contribute the land at no cost. This is a tall order. What makes it harder is that usually no correction is made in the Land Records, as the transferred titles are very small. So the ex-owner keeps on paying tax for the land they no longer use. This should not be the case.