

4th Annual Women & Transport Africa Conference

Inspiring action for a more inclusive and
equitable public transport system in Africa

December 1st - 3rd, 2021

THE OUTLINE

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Overview by numbers

A quick recap of the 2021 Women and Transport Africa Conference

690

PARTICIPANTS

35

COUNTRIES

63

PANELISTS

135

AVERAGE
ATTENDEES

23

SESSIONS

48

FEMALE PANELISTS

62,761

IMPRESSIONS

3

REPORTS
LAUNCHED





Introduction

The 4th annual global Women and Transport Africa Conference, was held from December 1-3 2021 as a hybrid conference, under the theme, “Inspiring Action for a More Inclusive and Equitable Public Transport System in Africa.” This 4th conference built on the foundations of previous conferences and brought together catalytic change-makers, leaders from different sectors, pioneers in research, practitioners, government officials, non-governmental agencies and the public for a three-day discussion and interaction on inclusivity within the transport sector.

This year’s hybrid conference was enriched by a wide range of participants. Further, the conference enabled 64 women in transport professionals from Nairobi and Mombasa to attend in person and socialize with each other. Given the variations in internet connectivity across Africa all the sessions were pre-recorded to enable smooth flow of the conference with live Q&A sessions at the end of each session. Importantly, there was live sign language interpreters. Given the variations in internet connectivity across Africa all the sessions were pre-recorded to enable smooth flow of the conference with live Q&A sessions at the end of each session.

The Women and Transport Conference sessions were facilitated by various transport sector professionals, the majority of whom were women. Participants included delegates from different countries including: Germany, Eritrea, Nigeria, the U.K., France, India, Zambia, Ghana, Uganda and South Africa. The conference was supported and sponsored by various partners such as The World Bank, High Volume Transport Applied Research, Vectos, UKAid, FIA Foundation, Friedrich Ebert Stiftung, and UN-Habitat, among others.

Introduction

Each of the three days of the conference were dedicated to a specific theme to better unpack the overarching conference theme - lived experiences on the first day; research on the second day; and solutions on the third day:

DAY 1



Lived Experiences: Users and workers of public transportation are experts by experience. Lived experiences are just as valuable as the kind of academic credentials that people earn. Flone Initiative recognised the significance and value of ensuring that policy and interventions are informed by experience based knowledge of people who work and use public transportation. Involving people with lived experiences helped to build understanding, reduce stigma and discrimination, improve the quality, relevance and knowledge translation of research, policy and interventions.

Research: Creating safe, healthy and inclusive sustainable urban mobility is also constrained by the very limited research and evidence base that explores the connection between gender and sustainability mobility in Africa which planners and decision-makers can use to inform their efforts. There is, thus, an urgent need to engage universities, civil society organizations, users and workers, government agencies and policy makers in creating an informed and strong voice for the development of an inclusive and equitable, safe, accessible and sustainable urban mobility for all.

DAY 2



DAY 3



Solutions: Achieving sustainable accessibility and equitable needs action, needs the combined efforts and commitment of everyone. The focus of the third day was to support, challenge and inspire people to take sustainable actions.

Introduction

These daily sub themes were in turn set it in the context of selected Sustainable Development Goals (SDGs), namely:



GENDER EQUALITY

Ending all discrimination against women and girls is not only a basic human right, it's crucial for sustainable future; it's proven that empowering women and girls helps economic growth and development. But although there are more women than ever in the labour market, there are still large inequalities in some regions, with women systematically denied the same work rights as men.

Sexual violence and exploitation, the unequal division of unpaid care and domestic work, and discrimination in public office all remain huge barriers. Climate change and disasters continue to have a disproportionate effect on women and children, as do conflict and migration.



Introduction

AFFORDABLE AND CLEAN ENERGY

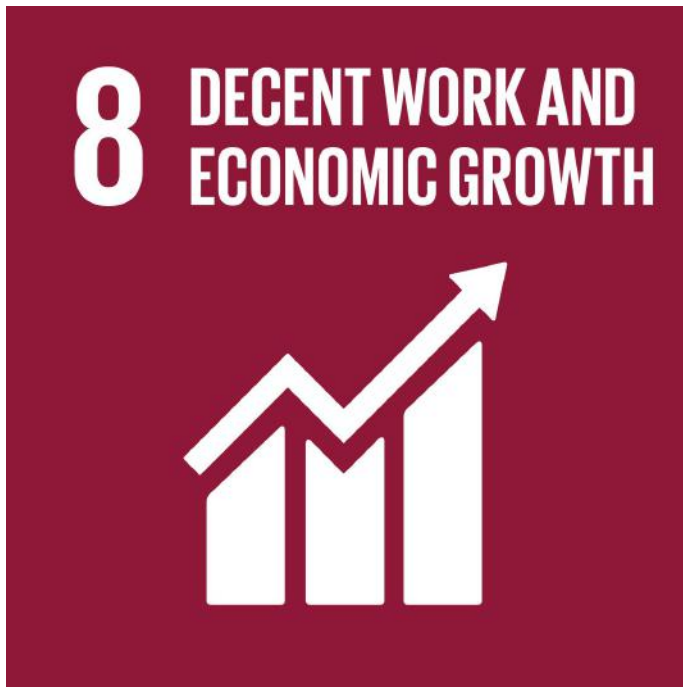
Between 2000 and 2018, the number of people with electricity increased from 78 to 90 percent, and the numbers without electricity dipped to 789 million. Yet as the population continues to grow, so will the demand for cheap energy, and an economy reliant on fossil fuels is creating drastic changes to our climate. Expanding infrastructure and upgrading technology to provide clean and more efficient energy in all countries will encourage growth and help the environment.



Solar energy plant | Src: Unsplash

Introduction

These daily sub themes were in turn set it in the context of selected Sustainable Development Goals (SDGs), namely:



DECENT WORK AND ECONOMIC GROWTH

Over the past 25 years the number of workers living in extreme poverty has declined dramatically, despite the lasting impact of the 2008 economic crisis and global recession. In developing countries, the middle class now makes up more than 34 percent of total employment – a number that has almost tripled between 1991 and 2015.

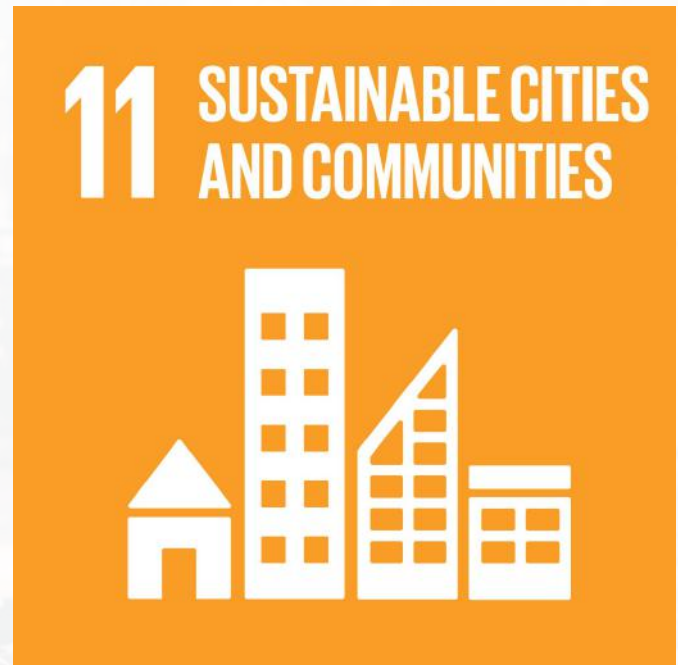
The SDGs promote sustained economic growth, higher levels of productivity and technological innovation. Encouraging entrepreneurship and job creation are key to this, as are effective measures to eradicate forced labour, slavery and human trafficking. With these targets in mind, the goal is to achieve full and productive employment, and decent work, for all women and men by 2030



Introduction

SUSTAINABLE CITIES AND COMMUNITIES

More than half of people live in cities. By 2050, two-thirds of all humanity—6.5 billion people—will be urban. Sustainable development cannot be achieved without significantly transforming the way we build and manage our urban spaces. The rapid growth of cities—a result of rising...



populations and increasing migration—has led to a boom in mega-cities, especially in the developing world, and slums are becoming a more significant feature of urban life. Making cities sustainable means creating career and business opportunities, safe and affordable housing, and building resilient societies and economies. It involves investment in public transport, creating green public spaces, and improving urban planning and management in participatory and inclusive ways

Introduction

These daily sub themes were in turn set it in the context of selected Sustainable Development Goals (SDGs), namely:



CLIMATE ACTION

There is no country that is not experiencing the drastic effects of climate change. Greenhouse gas emissions are more than 50 percent higher than in 1990. Global warming is causing long-lasting changes to our climate system, which threatens irreversible consequences if we do not act.

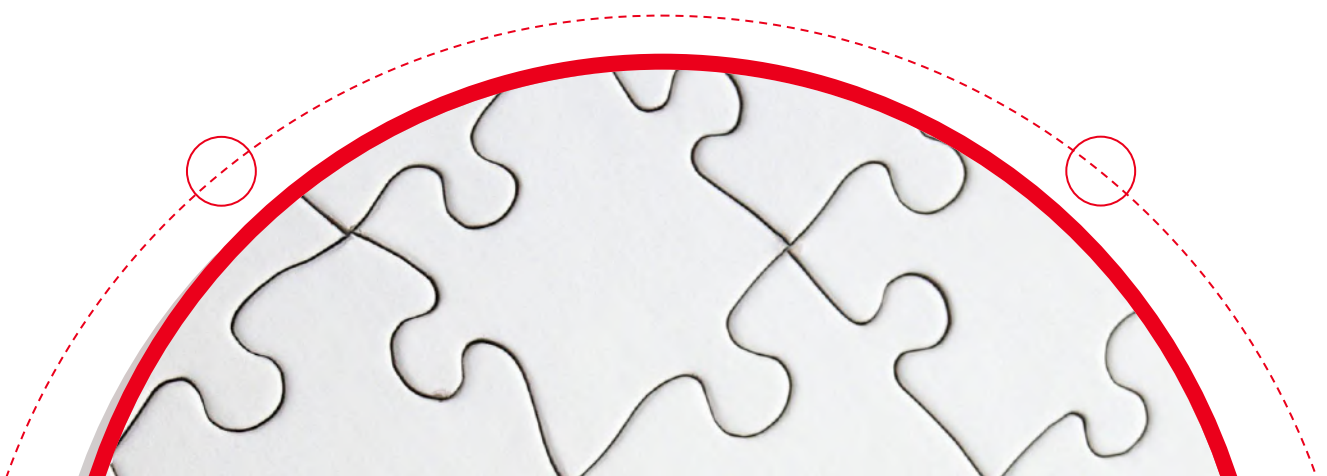


Objectives

The broad objective of the conference was to stimulate and highlight new research, interventions and trends on mobility challenges and concerns faced by women, children, older persons and people living with disabilities (PWDs) in Africa.

The specific objectives were:

1. To acknowledge the experiences of vulnerable groups: to celebrate successes, honor international and efforts to improve working conditions for vulnerable groups in transport and hear about the challenges vulnerable groups continue to face
2. To share the most up-to-date research, best-practices and policy initiatives being developed and pertaining to the conference themes
3. To bring together stakeholders (researchers, policy-makers and practitioners) in order to provide networking opportunities and develop concrete next-steps on how to create opportunities for women in transportation and safer public spaces for everyone
4. To bring together civil society, policymakers, city authorities, researchers, academicians, practitioners and students amongst other stakeholders from the African region to discuss and highlight solutions to the longstanding issues relating to women, children, older persons and PWDs and transportation; and
5. To support and give a platform to practitioners to share their experiences, challenges, and inform policy, research, and interventions.



A large red circle with a dashed white border is centered on the page. Inside the circle, a microphone is visible, though its details are somewhat obscured by the red overlay. The background of the entire page is dark with some blurred light spots.

Keynote Addresses

Intro To Keynote Addresses



Naomi Mwaura:

Executive Director - Flone Initiative

Leave no one behind gender perspectives on mobility

The conference began with welcome introductions from Naomi Mwaura, the Executive Director, Flone Initiative. This opening welcome address highlighted that the conference is part of Flone's movement initiative mandate. In addition, expansive growth of urban areas in Kenya has increased the demand for reliable and sustainable transport. The three-day conference would look at the research showcased to highlight new areas for better accessibility, ease of mobility and increased inclusivity, and would enable Flone Initiative and like-minded partners and the transport sector in general, to accelerate efforts for inclusive and sustainable mobility.

Three keynote speakers wove a thread through the conference overarching theme and the daily sub-themes - Lived Experiences, Research and Solutions, aligning these with key SDGs and emerging challenges, trends and opportunities for women in transport globally.



Keynote Address 1

Marina Moscoso T Mendonca:

Urban Management Specialist and
Technical Director, Despacio & Operations
Director, Women in Motion, Columbia.

Ms. Mendonca, based her address on a research study Despacio conducted on women in active mobility in Columbia in collaboration with the local government on activities and initiatives to enhance safety and inclusion in transport, in regards to gender. Transportation is thought to be gender neutral but it is not. Transportation and public systems are experienced differently between men and women.

It is therefore critical, she noted, to give necessary recognition of the care work that is attributed to the transport sector. Care work, in this sense, refers to basic, every day functions such as taking children to school or the park. She noted that one must recognise why different genders experience the transport sector differently. Trips made by men and women are often different in nature, with the latter having to pay more for their trips.

Ms. Mendonca further noted social positions can impact mobility patterns. Indeed, mobility affects how people view themselves and stereotypes on gender have also affected the way people view mobility and gender. For example, bicycles are often perceived to be masculine. Indeed,

Despacio conducted a research study on four main areas of inclusive mobility namely, road safety, mobility patterns, labour participation and personal safety. The study revealed that women use public transport more than men who prefer using bicycles and private vehicles.

Further, it was realized that there are different categories within women and men that have to be considered when discussing inclusive mobility. Some of the categories mentioned include persons using wheelchairs, persons living with albinism and women with toddlers.

In closing, Ms. Mendonca noted that there are numerous barriers that women face in the different types of mobility alternatives. 85% of women have been sexually harassed when using a bicycle. It is against this backdrop that Despacio has designed an action matrix to leave no one behind in active mobility. The matrix focuses on infrastructure, public policy and awareness.

Keynote Address 2



Sheila Watson:

Deputy Director, FIA Foundation, UK

In her keynote speech, Sheila Watson noted that ignoring the needs of women in transport, will ensure failure to achieve sustainability in the sector. It is not short sighted to look at the needs of women to achieve sustainable mobility overall. This means safety, security and access must be considered against a backdrop where girls are being excluded from education, employment, entertainment and living lives amidst barriers faced in the transport sector. Additionally, women are not included in policy making as it is deemed a male industry. There are several other groups that have also been left out of the discussion on inclusive mobility, such as older persons and the disabled, revelations that have emerged from FIA Foundation's push for evidence based policy and call for more quality research in the sector.

The speaker noted that COVID-19 created a shadow pandemic for women and girls in the transport sector, with women and girls experiencing more GBV due to isolation and lack of mobility. There is a data gap around this issue as geographical distance and other barriers have made research difficult. It has therefore become harder to identify the specific mobility issues that different groups face. More data is needed to make better policies.

Keynote Address 3



Bastian Schultz

Country Representative, FES Kenya

Bastian Schultz underscored the need for a socially just public transport in Kenya, noting it was possible to achieve a social and inclusive city for all. Women's safety in public transport is a big challenge globally, with many women experiencing different forms of sexual harassment. There is a crucial link between public transport and economic growth, and notably, inadequate transportation limits women from achieving their full potential. The fight is also about inclusivity and accessibility of various alternatives of transport that are safe for women.

Much as the public transport sector is a job creator, it is mainly viewed as male, with women deliberately locked out from many jobs within the sector. The lack of women actively engaged in influencing the transport sector means that the policies governing the industry are made by men. This has led to a lack of regulation aimed at encouraging and enforcing safer and more inclusive transport.

Five pillars must be used to shape public transport and make it socially just. Firstly, public transport must be available for all; it must be accessible and affordable; public transport must be inclusive and not leave anyone behind; public transport must be based on human rights; and finally, it must be sustainable.

In his closing remarks, Mr. Schultz recognised the efforts by the Flone Initiative, which has taken the lead in ensuring Kenya has an inclusive and social just transport sector.



DAY 1:

Lived Experiences

Introduction

On the first day, session deliberations centered around life experiences of women professionals in the transport sector in Kenya. The various sessions of the day also explored how different users experience the transport system. Three keynote speakers gave speeches on the current situation in regards to inclusivity. Further, there were several presentations on studies that were done during the plenary sessions. An overarching agreement of the discussions was that the transport sector is not inclusive and does not consider the various users. Further, the categorisation of users simply as men and women does not suffice. There are numerous other groups that have to be included. Like the previous year, this year's conference also focused on the following vulnerable users: Women and girls, Older persons, Persons with disability, Children and their caregivers and Adolescents

Plenary Sessions

Planning for Mobility in Sustainable Cities and Communities - Children and Their Caregivers

Online Audience: 67



Session Lead: Peninah Ndegwa

Managing Director, WOW MOM Ltd, Kenya

The panel session had six panelists and was moderated by Peninah Ndegwa, the Managing Director of WOW MOM Ltd. The panelists included: **Pascaline Basil** – a researcher at the Institute of sharing a case study on school mobility, who was presenting on behalf of team in University of Nairobi and Cape Coast (Ghana); **Professor Angela Francke** – from the University of Kassel; **Sam Bambaza** – from the Hope for Victims of Traffic Accidents (HOVITA); **Owen Mwaura** – the current Transport Lead of WowMom; **Gretchen Wilson-Prangley** – the Founder and CEO of Play Africa, South Africa; and **Zviko Kanyoka** – the Head of Placemaking programmes, Play Africa, South Africa.

OVERVIEW OF THE SESSION

The different panelists presented studies that had been conducted by their organizations. Pascaline Basil presented her research on “Mobility and Safety of School going Children (Case of Nairobi)”, where she noted that women are often the primary caregivers of children. Thus, they are charged with thinking about the wellness and safety of the child. This increases the cost of transport they use compared to men.

Her research revealed that globally, out of five children, one is a victim of road accidents. Further, African cities are increasingly becoming more urban meaning that there is a need for safer and more reliable transport alternatives for children and women, who are their caregivers. The speaker noted that there is an abundance of policies in Kenya but the public has to be sensitized to be more self-aware and responsible.

During her presentation, Professor Angela Francke presented findings of her study labeled “Cycling to School: Results of a Training Programme on Critical Behavior of Young Adolescent Cyclists in Germany”. She noted that a push for behavior change would encourage a more inclusive public transport system. She noted that non-motorised infrastructure is necessary in achieving inclusive transport.

The third speaker of the session was Sam Bambaza, whose organization focuses on road safety education and victim support. Mr. Bambaza notified the participants that they are currently implementing advocacy for safer school zones, a project that is funded by Global Road Safety Partnership. So far, they have trained journalists on how to cover transport and road safety stories and also engaged with members of parliament to push for change in policy.

Owen Mwaura, on the other hand, focused on “Transforming Urban Mobility to Nurture Early Childhood Development in Nairobi. The speaker noted that there is need for more research on how transport systems support small children who are under 3 years of age. He explained that at WowMom, they mainly focus on infants, toddlers and their caregivers (ITC). He explained that it is critical to change the mindset of stakeholders and the community in regards to ITC.

In addition, Gretchen Wilson-Prangle and Zviko Kanyoka gave their experience working at Play Africa. Gretchen noted that Africa is the world’s youngest continent, with children under the age of 15 making up 40% of Africa’s population. There is a population bloom that was not planned for and stakeholders have an opportunity to reimagine the continent, in regards to transport and mobility. Additionally, Zviko stated that design thinking is necessary in determining and creating safe spaces in the transport sector for both women and children.

IDENTIFIED GAPS AND CHALLENGES

The following gaps and challenges were identified during the session:

- Lack of basic needs for women, such as clean sanitary utilities, puts them at a risk for harassment.
- There is a general lack of alternative transport services for women. Those that are available pose a threat to their safety. For example, they are attacked when cycling.
- The public is not aware of policies against harassment in the transport sector. Further, the general population is not responsible and does not appreciate some of the safety measures within the transport sector. For instance, people prefer to run across the road than take the footbridge.
- There is a higher cost of transport for women as they also accompany children to school.
- Schools do not have a students' crossing sign to warn oncoming vehicles. This poses a threat to children and other road users.
- There is limited research on how transport systems support small children who are under 3 years of age.

RECOMMENDATIONS

The following recommendations on how to ensure a more inclusive transport system were recorded during the session.

- Ensure safe school zone areas are well marked. This will increase safety for both children and other road users.
- Improve safety along school paths to ensure children are protected.
- Education programmes to sensitise the public on proper road use.
- Lower the speed limit within school zones and residential areas to 30kms per hour.
- Give roads status ranking to allow a road user to evaluate road safety features. A road that is ranked five star has all safety features for all categories of road users.

- Schools should have a children crossing sign 50 meters before the school gate to warn oncoming vehicles to slow down.
- Priority seating for women and/with children in public transport.
- Inclusion of green spaces such as ample and safe walkways in all towns and cities should be ensured.
- Use a co-design and design thinking process to come up with solutions for equality and inclusivity in public transport.

TOOLKITS AND REPORTS

- [Mobility and Safety of School-Going Children \(Case of Nairobi\)](#)
- [Results of a Training Program on Critical Behavior of Young Adolescent Cyclists in Germany](#)
- [Designing for Safety Around School Zones](#)
- [Designing with Children Toolkit in South Africa](#)



Session Lead: Lucy Kihonge

Program Officer, Flone Initiative & ITF
Regional Office

Plenary Sessions

Goal 8: Decent Work
and Economic Growth
Through the Transport
Sector: Women as
Professionals

Online Audience: 69

The panel was made up of women who have broken the norm and ventured into the sector. The women were **Naomi Njeri Ngugi** – a former conductor and aspiring trade union leader; **Irene Nyamwaya** – corporate driver Teachers Service Commission; **Linnet Kerubo Onchiri** – a conductor and woman leader in Matatu Owners Association; **Winfred Wambua** – a Tuk-Tuk driver and Women in Transport Representative, Changamwe Chapter; and **Christine Wambua** – a Tuk-Tuk owner and driver.

OVERVIEW OF THE SESSION

The session focused on the experiences of women in transport in Kenya. 1 in 3 women have experienced sexual violence in the transport sector. A 2019 Flone Initiative study showed that 58% of GBV are from male transport crew. Underrepresentation of women in the sector has a direct consequence on this.

The panelists agreed that there are numerous challenges that they faced as women working in the transport sector. The fact that the industry is male dominated exposed them to various forms of sexual harassment. Additionally, ensuring work-life balance proved challenging due to societal expectations of the women.

IDENTIFIED GAPS AND CHALLENGES

- There is a challenge for women to access school fees to go to driving school. The additional certification fees needed to become a public service vehicle driver also drive up the costs.
- Women face different forms of sexual harassment such as verbal abuse, sexualised gestures, groping, and physical assault while working in the industry.
- Being a male dominated industry, some men refuse to be supervised by a woman. This makes promotions near impossible.
- Maintaining work-life balance is difficult due to the extreme working hours
- There is significant segregation in the workplace.
- There is only one matatu Sacco in Kenya that is headed by a woman. Currently, there are no female-only Saccos.
- Having men as bosses puts women in the industry in a vulnerable position as the men take advantage to frustrate the women.
- The public perceives the Matatu sector to be full of untrustworthy people and the profession is shunned.

RECOMMENDATIONS

- Each of the women in the sector should mentor at least five women interested in joining the sector. This will increase the number of women in the sector.
- More women to be encouraged to run for administrative and leadership positions in the matatu industry and have their voices heard.
- Basic communication skills training to help the illiterate communicate better with the public/passengers.
- Enhancing of old and development of new policy to protect women working in the sector.



Session Lead: Nathaniel Muthomi

Wisena Consultancy

Plenary Sessions

People with Disability and Their Experience in Public Transport

Online Audience: 103

This session involved interaction with six individuals living with different types of disabilities. The panel was made up of **Violet Kagai** – from the Association for the Physically Disabled of Kenya (APDK), who had an accident at age seven and is an amputee; **Collins Ombajo** – from Light for the World, who is living with albinism; **Maria Njeri** – from the Maria Njeri Foundation, who is living with cerebral palsy; **Brian Waguma** – from the Kenya Society of the Blind, a lawyer currently in the Kenya School of Law; **Jane Miano** – from Focus of Disabled Persons, who is an older person using a wheelchair after contracting polio as a child; and **Irah Ismael** – who is deaf and serves as the current chairman of the Kibera Deaf Society.

OVERVIEW OF THE SESSION

The panelists shared their individual experiences using matatus in Kenya. Critically, they mentioned that there were numerous challenges that they faced. However, they agreed that the public transport system is convenient and affordable. Maria Njeri noted that her parents were scared of her using matatus on her own. However, once she started she became more independent. Jane Miano stated that a majority of spaces, roads and matatus are not wheelchair friendly, making it challenging for her to use the public transport services offered. Communication barrier is a key challenge for Irah Ismael as the matatu staff do not understand sign language.



Plenary Sessions

Sexual Harassment and the Law

Online Audience: 72

Session Lead: **Furaha-Joy Sekai Saungweme**

Regional Coordinator (Africa), Africa End Sexual
Harassment Initiative (AESH)

There were four panelists in the session. **Victoria Temitope Idowu** – who is a journalist and lawyer from Nigeria but currently based in Canada; **Maya Tutton** – the co-Founder of Our Streets Now, UK; **Bashiratu Kamal** – who is the Community Engagement Director of the FemInStyle Africa Magazine, Ghana; and **Bosa Sebele** – a lawyer in Botswana.

OVERVIEW OF THE SESSION

The session focused on the different policies and laws that protect individuals against sexual harassment. The participants were informed that all laws apply to everyone the same. However, in some countries, affirmative action has been used to resolve historical injustices against women. In Nigeria, for example, there are states that have laws that are specifically to help women succeed in business.

In the UK, the issue of sexual harassment in public transport is rampant. Maya Tutton informed the meeting that 97% of young women in the UK have experienced a form of sexual harassment in a public place. Additionally, 15% of young girls under the age of 15 have been touched inappropriately and without their consent. Her organisation has been creating awareness through Instagram, and is advocating for the declaration of public sexual harassment as an offence in the law.

The problem of sexual harassment cut across all the presentations made in the session. Kenya had the My Body My Choice campaign after women were stripped in bus bays. Zimbabwe women also held a demonstration after a woman was stripped in a bus stop. Botswana has also had similar experiences.

IDENTIFIED GAPS AND CHALLENGES

- Many women that join the transport sector do so as a last resort and do not initially think of it as a profession/career.
- Societies in Africa are highly patriarchal and men see themselves more superior to women. There are several power dynamics inside the transport sector.
- Closed places with limited physical space create a lot of opportunities for sexual predators.

Recommendation

- Gender equality and representation has to be considered when thinking about starting a career in the transport sector.
- Everyone has a role to play and must speak out against insecurity in the transport sector.
- More policies and laws are needed to protect women in the transport sector, both those working and those using public transport services.
- It is important to collaborate with transport union to engage and further create safe spaces for women in the transport sector.



Session Lead: Prof. Gina E. Porter

University of Durham, UK, Life After Retirement.
A Study on Women Professionals in Transport in
Africa

Plenary Sessions

Gender Equality - Older Peoples and Mobility

Online Audience: 73

This was the last session of the day and it involved engagement with three panelists. They were: **Lesedi Mokoma** – a researcher from South Africa; **Meghan Ference** – an assistant professor, Department of Anthropology, Brooklyn College, who presented her research on “Matatu Afterlives: Possibilities and Challenges for Women Conductors at Retirement”; and **Naomi Njeri Ngugi** – a mother of two, former conductor and aspiring trade union leader.

OVERVIEW OF THE SESSION

The panelists agreed that younger people tend to rely more on public transport than older ones. It was revealed that among women, those aged between 20 and 60 use public transport the most. Further, it was agreed that women tend to walk more than men, putting them in more danger from sexual predators. The fact that men are the decision-makers in the sector due to the perception that it is a male industry has made strides for inclusivity difficult. Indeed, there is need for men to be sensitised so that they also support gender inclusion in public transport.

IDENTIFIED GAPS AND CHALLENGES

- Since women walk more than men, they are more prone to be harassed when using this mode of transport.
- Men are often drivers and use public transport less than women, who are mainly passengers.
- Males travel more than females and this is mainly due to employment issues. Therefore, there are fewer women within the sector raising issues of security.
- There is significant stigma towards matatu professionals. The stigma is worse for women.

RECOMMENDATIONS

- Matatu workers should be treated as professionals in their field to lower the amount of stigma experienced by women.
- Encourage establishment of Saccos as they are easy to regulate and can be held accountable for the behaviour of their members.
- More sensitisation of matatu owners so that they are willing to hire more women into their business.

TOOLKITS AND RESEARCH

- Matatu Afterlives: Possibilities and Challenges for Women Conductors at Retirement



DAY 2:
Research

Introduction

The conversations on day two focused on scientific research studies that had been conducted by different speakers from around the world. The crucial role of research and data was emphasised all through the day. It was noted that data does not only help push research forward but also offers crucial insights that can be reimaged into solutions. E-mobility was also a topic of discussion, with presenters looking at how gender could be leveraged to increase e-mobility uptake.

The evidence presented showed that women are still not well represented within the transport sector. Further, other users, such as people living with disability were also not well represented. One of the common recommendations that cut across the sessions was the need for training and capacity building of people working within the sector to ensure inclusivity.

Introductory Address

Gender and Transport Research to Action

Online Audience: 93



Speaker: Anne Joslin

Responsible Officer for HVT, Foreign
Commonwealth Development Officer, UK.

The speaker noted that the conference is the only major event that pushes for a more inclusive and gender neutral transport sector in Africa. It is important that the event is supported. The speaker called for an immediate end to violence against women and girls in the transport sector, noting that addressing this is an essential development goal in its own right. Transport is critical for women's participation in the labour force. There is need for good quality research that responds to practical development challenges. Further, she noted that stakeholders have to generate evidence and translate them into solutions.

She expounded that women are significantly underrepresented in the transport sector. The experience of the COVID-19 pandemic has made the situation worse. Women's role in food security and the burden of feeding and meeting health needs of the family were all affected by COVID-19. She concluded her remarks by reiterating that HVT is striving to enhance inclusivity in the transport sector by conducting and funding research for accurate data for policy and decision-making.

Plenary Session

Tools for Gender Equality

Online Audience: 93



Session Lead: Paul Curtis

Vectors Team Leader and EMPOWER
Project High Volume Transport (HVT)
Applied Research Programme, UK Aid

The panel was made up of **Paul Curtis** and his team from EMPOWER, which is a two-year project that is funded by UK; **Lucy Kihonge**, a programme officer from Flone Initiative; **Aram Gassama** from DIME in Dar es Salaam; and **Sofia Hafidi**, from Transitec. Importantly, the EMPOWER team was made up of Oluwaseun Sonoiki, Philip Krause, Fatima Adamu, Marianne Vanderschuren and Lucia Cristea.

OVERVIEW OF THE SESSION

The team from EMPOWER presented their experience in research and development of a decision making tool that can be used by decision makers and citizens to tackle sexual harassment in transport sector in Africa. It was noted that they employed the use of both paper and digital surveys to gather data. Further, they offered a multi-choice questionnaire to make it easier on the participants to respond accurately. They also included pictures for the same purpose. Engagement with all stakeholders was critical in the study. A key finding that the team presented was that sexual harassment was a key challenge for women in the transport sector. They revealed that 80% men had witnessed sexual harassment of women.

Additionally, formal transport systems such as BRT had less harassment compared to the informal ones. They concluded their presentation by stating that their decision making tool aims to inform, inspire and trigger change in transport sector in regards to lowering sexual harassment.

On her part, Lucy Kihonge presented findings from the Flone Initiative's Report It! Stop It! Project (RISI). She noted that RISI is a cloud mapping platform that offers victims of harassment in the transport sector a place to engage and talk about their experience. It has a map and shows which areas are prevalent to harassment. Flone Initiative has recently also launched a mobile application on the same. According to the data that is collected from the application, the most common forms of harassment were verbal insults, groping, sexualised gestures, stalking and physical violence. A significant percentage of the incidents occurred inside the vehicles and also along the bus/matatu terminuses. Critically, it was also realised that a majority of the perpetrators were men. A few of the people who had experienced sexual harassment reported to the Saccos, albeit the number being low.

Aram Gassama presented findings on "Measuring GBV in Public Spaces in Dar es Salaam". She found that 59% of women in Dar es Salaam had experienced some form of harassment, with inappropriate and sexualised comments being the most common type of harassment.

The last presenter, Sofia Hafidi, presented a study Transitec did in five countries. She revealed that mobility behaviours of women are more complicated than men due to greater responsibilities. Her study revealed that whereas men traveled more for work, women made 3 times more travel for home shopping. Women also had higher travel budgets and this affected their overall monthly spending compared to men. Further, her study revealed that women have lower access to private cars as few have driving licenses. This pushes women to either use public transport or walk. She concluded her presentation by stating that professional activity increases mobility and influences modal choice – those who work are the most mobile and they are more likely to use private and not public means of transport.

The following gaps, challenges and recommendations were:

IDENTIFIED GAPS AND CHALLENGES

- A significant percentage of transport systems in Kenya, and Africa, are informal and they are not regulated in regards to gender sensitivity and safety for women.
- There is low reporting on sexual harassment experiences, especially for men.
- Stakeholders in the sector are working in silos and this has reduced the extent of their efforts.
- There is a general lack of understanding of sexual harassment. Many people believe only rape constitutes sexual harassment.
- There is a general lack of enabling policies to ensure inclusive public transport systems.

RECOMMENDATIONS

- It is critical to conduct behaviour change workshops for both stakeholders and the public
- There is a need to include security equipment along the roads to deter any criminal activities that might target road users.
- It was proposed that stakeholders should also pay more attention to household travels when proposing inclusive policies in the sector.

TOOLKITS AND RESEARCH

- EMPOWER Project, High Volume Transport (HVT) Applied Research Programme
- RISI Mobile App and web application

Report Launch

Goal 1: Integrated Mobility and Affordable Clean Energy

Online Audience: 93



Session Lead: Naomi Mwaura
Executive Director, Flone Initiative

The panel was made up of **Lucy Kihonge**, a programme officer from Flone Initiative, who presented the Flone Initiative – UNEP Report Launch: Leveraging Gender to Increase Uptake of Electric Mobility”; **Naomi Mwaura**, the Executive Director, Flone Initiative, who presented preliminary findings of the “Flone Initiative – UNHabitat Report”; and **Dorah Mwenye**, who gave her findings as an agronomist development professional from Zimbabwe.

OVERVIEW OF THE SESSION

In her presentation, Lucy Kihonge noted that women are underrepresented in the transport sector. In Kenya, according to the Kenya National Bureau of Statistics, 24.3% of Kenyan households own a bicycle or motorbike and 5.5% own a private vehicle. Men are more likely to own and control assets in the household, including motor vehicles. This gives them access and control over decision making as women have restrained mobility.

It was noted that women have a hard time joining the public transport sector.

Plenary Session

Decent Work and Economic Growth Through the Transport Sector



Online Audience: 81

Session Lead: Dr. Kim van der Weijde
Transaid

This session had two panelists, **Dr. Kim van der Weijde** from Transaid and **Mr. Paul Wafula**, a programme officer at Flone Initiative.

Overview of the Session

In her presentation, Dr. Weijde mentioned that transport corridors play a critical role in the development of Africa's economy as it affects access to trade, social indicators and economic growth and equity. Her research study aimed to investigate the role played by high volume transport corridors in human trafficking in Tanzania and Uganda. It was estimated in 2017 that there 3.5m Africans are being trafficked at any given point. Her study revealed that vehicle operators in Tanzania are approached by traffickers in numerous occasions. 30% of coach drivers and 11% of HGV operators had been approached to transport a TIP victim. Further, she noted that there are few drivers that had received any formal training on TIP.

Identified Gaps and Challenges

- The role of transport in human traffic has not been explored. There is a knowledge gap.
- Challenges in accessing credit for women to invest in the industry
- Working conditions are not suitable. They are not paid any benefits. 54% of the women in transport in Machakos are not covered by any type of insurance.
- Low earnings and no work-life balance to motivate women to get into the industry.
- Low collective bargaining as many of the workers do not belong to any trade unions.

Recommendation

- Training and capacity building of drivers on TIP
- Public information campaigns are needed to raise awareness of human trafficking.

Toolkits and Research

- Machakos Baseline Survey

Plenary Session

Goal 11: Planning for Mobility in Sustainable Cities and Communities

Online Audience: 95



Session Lead: Amanda Ngabirano

Urban Planner & Lecturer, Makerere University,
HVT UoY Project

The session lead, **Amanda Ngabirano**, was joined by **Marion Hoyez**, from Transitec; **Srijana Koirala**, a High Tech Engineering Consultant who presented findings on Gender Inclusive Public Transportation; and **Azeb Tesfaye Legese**, from ALERT engineering.

Overview of the Session

The participants were taken through the Inclusive Climate Resilient Transport in Africa research study. It was noted during the session that there is a need to increase understanding of the mobility needs of low income and disadvantages groups. Further, the use of participatory tools and approaches was recommended. Transport infrastructure has to be resilient to climate change. In her presentation, Ms. Ngabirano noted that people were willing to openly share their experiences on boda boda use and there was need for guidance framework and tools.

Ms. Srijana Koirala presented her findings on gender inclusive public transportation. She noted that the COVID-19 pandemic widened the equality gap between men and women.

The participants were informed that women all over the world feel unsafe when using public transport. She mentioned that a gender inclusive public transportation system has to: be accessible, comfortable, sociable and with options of activities. Transportation terminal design should also be considered when thinking about an inclusive system.

The other speakers, Ms. Marion Hoyez and Ms. Azeb Tesfaye also notified the participants of the insecurity women feel in informal transport models. Ms. Hoyez employed the use of stakeholder interviews, passenger opinion surveys, and fuel consumption survey. On her part, Ms. Tesfaye informed the participants that women's travel patterns are often informed by their traditional roles. She also revealed that conductors were the most common perpetrators of harassment in the sector. This was followed by fellow passengers.

Identified Gaps and Challenges

- Women are still viewed as per their traditional roles so they do not have space on the table.
- There is no political goodwill as women are also not well represented in the political scene
- There is low uptake of jobs by women in the industry as women themselves see the job as a man's job.

Recommendations

- Add a focus on gender, people with disabilities and vulnerable groups when discussing inclusivity within the transport sector.
- Create awareness and capacity build women in the sector through seminars, short courses and public campaigns.
- Set zero-tolerance policies in the sectors in the sector.

Toolkits and Research

- Women's Personal Safety, Participation and Employment Linkage in Urban Public Transport.

Panel Discussion

Inclusivity
Powered by
Research (VREF)

Online Audience: 90

This was the last session of the day and had three panelists namely: **Dr. Catherine Gateri**, from Kenyatta University; **Vivien Meli-Meli**, from the University of Dschang-Cameroon and **Ms. Bianca Ryseck**, from the University of Cape Town, South Africa.

Overview of Session

One of the key takeaways from the session was that public participation in transportation planning takes a range of forms, including simply informing stakeholders of decisions that are being made, soliciting and using their input on programs or policies under consideration, or collaborating with them to identifying and address problems.



Dr. Catherine Gateri
Kenyatta University



Vivien Meli-Meli
University of Dschang-Cameroon



Ms. Bianca Ryseck
University of Cape Town, SA

Further, it was noted that it is important to examine the contribution of women as participants in decision making in grand transport projects and how their inclusion or lack of it affects them as key stakeholders.

The following gaps, challenges and recommendations were recorded during the session:

Identified Gaps and Challenges

- Rapid urban sprawl with poor planning and decision making
- Dominance of informal economy
- Limited urban transport governance

Recommendations

- Need to bring together key actors in urban governance in collaborative processes to jointly develop and implement new strategies
- More public campaigns to make women more aware of the opportunities that are in the public transport sector

Toolkits and Research

- Towards a Disability-Inclusive Urban Transport System in Accra and Nairobi: A Policy Practice Agenda (SITUATE)
- Negotiating The Control Over Transportation at The Urban Margins: Dynamics in Governance Co-Production in Informal Mobility in Abidjan (Cote d'Ivoire) and Douala (Cameroon)
- The Capabilities Approach as a Needs Assessment Framework for Vulnerable Non-Motorised Transport Users in African Cities.
- Kenya Mainstreaming Inclusivity in Urban Mobility Rel. Projects in the Cities of Lusaka & Nairobi. Case of Nairobi Expressway Project.



DAY 3:
Solutions

Introduction

The last day of the session was on solutions to some of the challenges that had been noted. Further, the team joined a live session of the Nakuru City Mobility Dialogue that was taking place in the newly elevated city of Nakuru. A key take-away was the need for sustainable planning to ensure that both present and future generations are accommodated within urban centres.



Plenary Sessions

Planning for Mobility in Sustainable Cities and Communities - Children and Their Caregivers

Online Audience: 54

Speaker: Naomi Mutie

County Executive, Roads, Transport and Public Works, Machakos County Government, Kenya

In her introductory address, Honourable Ms. Mutie noted that the county government of Machakos had signed an MOU with Flone Initiative to try and mainstream gender in the public transport. One of the key objectives of the study was to identify gender mainstream gaps and level of women participation in the transport industry. The information gathered is meant to guide the county in enhancing their policies in transport through gender mainstreaming.

The speaker noted that they had key focus group discussions with women in the industry. They realised that there were few female transport professionals (31%). Many of the women were between 36 and 41 years of age. Further, many of the women joined the industry due to lack of skills to work elsewhere. She reiterated the need that women were not well represented in Sacco leadership as they did not qualify for such positions, gender discrimination and male dominance.

In her address, she noted that lack of knowledge of driving was a key barrier and women would be interested in enhancing their skills. 46% of the women had faced sexual harassment and had not reported this due to unclear reporting mechanisms. Further, the women got minimum wage, much lower than men.

The industry did not abide to any form of code of conduct. Basic needs such as toilets were missing.

She recommended that there is need for training and capacity building of transport professionals. Additionally, a sexual harassment policy is needed with clear reporting guidelines. It was also recommended to encourage more women to join the industry by addressing the barriers they face. In concluding, she stated that having a women's chapter in Machakos County would help with awareness.



Session Lead: Everlyne Otieno

Land Technical Specialist, FAO

Plenary Sessions

Equitable
Transport and Local
Government

Online Audience: 54

The session had two panelists, **Everlyne Otieno**, a land technical specialist who has worked in Kisumu County and is currently working with FAO. She was joined by **Kelvin Ajuul**, who is currently working with Kisumu County Government as a City Engineer.

Overview of the Session

Ms. Otieno started her presentation by stating that equitable transportation has to be inclusive. Local governments in Kenya have been struggling to ensure equitable and inclusive transportation. They have relied on broadening roads to ease transport. This has not caused any significant change or improvement.

She noted that 53% of daily trips are on foot in Kisumu County. 13% were using matatus and Tuk-Tuks. The city government did not consider other road users such as cyclists and motorbike users. This has increased accidents on the roads. The Kisumu Sustainable Mobility Plan has tried to improve the situation.

Transportation equity should equal transportation networks. Critically, it should be a priority for local governments as a way of achieving their development agendas. There should be more densities along transport corridors to make public transport more efficient.

The speaker was then joined by Kelvin Ajuul, a City Engineer in Kisumu County. Mr. Ajuul noted that the failures of the public transport pushed more people in Kisumu County to buy their own cars. This escalated the problems of transport in general as the city is now recording more pollution and people are now suffering from lifestyle diseases such as obesity and diabetes. During the session, a participant asked Kelvin Ajuul on how to promote cycling to school for children. He mentioned that NMTs would ideally be suitable for encouraging cycling.

Identified Gaps and Challenges

- Growth and urbanism of towns and cities has increased demand for better public transport.
- Roads are not designed to accommodate those who are walking, cycling or people living with disabilities
- There are environmental challenges with high carbon emissions from vehicles and motorbikes
- The public transport sector in Kenya is unsustainable.
- There are social problems with many people losing lives on the roads due to accidents based on crowded roads that do not accommodate everyone.
- There is lack of adequate pedestrian, (non motorised transport - NMT) infrastructure.

Recommendations

- Make equitable and inclusive public transport a priority for all county governments
- Develop policies and regulations that guide the public transport industry

- Make roads user-friendly for all types of road users including cyclists, motorbikes, people living with disabilities and other pedestrians.
- There is need for road safety education and campaigns for all stakeholders.
- There is need for enforcing speed limits in social places such as markets, residential places and schools. It is recommended that the speed limit in such areas should be reduced to 30 kms.
- Enforcement of speed governors is also recommended.
- Construction of non-motorised transport infrastructure. These should be well lit and constructed to make them safe for all users.
- Integrated more affordable public transport models will help ease the burden that is on the roads. Take advantage of railways, air and lake. It gives users options that they can use.
- Construction of roads should also accommodate vendors by having activity friendly roads. These would ensure that vendors do not work near the vehicle's path. It would also ease traffic from vendors hawking between vehicles.



Session Lead: Njeri Mburu

Country Manager, Institute of Transport
and Development Policy

Plenary Sessions

Inclusive Transport and Socially Just Mobility

Online Audience: 112

Cities in Africa struggle to manage rapidly growing populations. Sprawling development patterns push new housing development far from people's jobs, resulting in longer and longer commute times. Despite heavy investment in road infrastructure in major cities, traffic congestion is a daily challenge, turning a 10-kilometre commute into a 3-hour ordeal. It is estimated that 40-60% of trips in the cities are taken by foot and mostly by women. Despite this large pedestrian fraction, the roads infrastructure is predominantly designed for motorised usage with limited provision for Non-Motorized Transport (NMT) such as footpaths and walkways. Nakuru, being one of the fastest growing urban centres in Africa, needs to pay greater attention to the mobility of its residents. As Nakuru strides into the newfound city status, there is need to expand access to safe, inclusive, affordable and sustainable mobility modes.

Through a partnership between the Nakuru Municipal Board and the Socially Just Working Group, the City Mobility Dialogue, Nakuru was streamed live from the county.

High Level Panel 1: Inclusive Transport and Socially Just Mobility

This was a high level panel session aimed to look into mobility demands that come with the newly acquired city status of Nakuru. It was streamed live from the county, which was hosting the Nakuru City Mobility Dialogue. **Dr. Catherine Gateri**, from Kenya Urban Roads Authority and **Constant Cap**, a Senior Product Manager, Code for Africa and a Convener with Naipolitans were panelists during the session.

Overview of the Session

It was noted that now that Nakuru has city status, there was need to enhance talks on public transport. It was reiterated that there are five main principles that have to be considered when discussing transport in Nakuru. The five principles stated were must be available to all users; must have a sense of safety and affordability; must be inclusive; must adhere to human rights; and must be sustainable.

The panel reiterated the important function of proper planning for the city. Mr. Cap mentioned that there are three things that have to be considered, avoid, shift and move. The first refers to avoiding traveling longer distances than necessary. The second refers to shifting the burden from a single mode of transport to several alternatives and the last. The last is considering what is being moved – is it people or goods?

There are three main areas that affect sustainable planning for the city. These elements are governance, economic growth and efficiency and social equity.

The participants were informed that Nakuru County records some of the highest road fatalities in the country. Road safety is, therefore, critical for the city. Majority of the people who are killed on the roads are pedestrians.

The following gaps, challenges and recommendations were recorded:

Identified Gaps and Challenges

- Decision makers have not invited all road users/their representatives to the table to hear their challenges and needs.

- Policies that are available have not been fully implemented.
- The different agencies of the government involved have not been working seamlessly.

Recommendations

- To enhance mobility, economic investment is needed
- Political and thought leaders in the sector should ensure social equity by developing a socially just public transport system – that is available, inclusive, accessible and affordable and that observes human rights and equity.
- Proper implementation of the Nakuru Integrated Development Plan (2019-2023)
- Proper working and collaboration between government agencies as they cannot work in silos.
- Lower speed limits in the urban space
- Instead of expanding road space, focus should be on efficiently use the space that is available.
- There is need for gender sensitive designs as men and women experience the transport system differently.

Toolkits and Research

- Women in Transport in India- experiences and expectations for equitable workspaces
- Problems and prospects of women in the transport sector: The case of Tamiranashe Women's Driving College, Zimbabwe.



Session Lead: Amrita Gupta

Program Director, Research Advocacy and Communications, Azad Foundation

Plenary Sessions

Goal 10: Reduced Inequalities

Online Audience: 75

The session lead, **Amrita Gupta**, is the head research and communications advocacy from Azad Foundation, India. Her panel was made up of **Paridhi P. Yadav**, the programme manager – research advocacy and communications, Azad Foundation.

Overview of the Session

It was noted that almost half of India's population is women. In the last couple of days, women in the Indian workforce has reduced. Gender norms have placed a limitation on women's mobility. They have reduced accessibility to professional work and other life elements due to this. Further, public transport and spaces are not safe for women. There is need for women to be part of the transport sector as it will create safer spaces for other women and also boost the economy by allowing women the security needed to work and become professionals.

The participants agreed that there should also be easy access to financing for women so that they can become owners within the transport sector.

The session was concluded with the reiteration that access to equitable and inclusive transport will not just affect SDG 11 but also SDG 8 and 5.

Gaps and Challenges

- Women are largely in the informal sector. Due to COVID, 37% of women compared to only 7% of men lost their jobs. This has greatly contributed to the decline of working women.
- There is a gap in education and training for women.
- There was a significant challenge in entering the transport sector. There is no space for women. There is gender segregation in different work spaces. 83% of women who wanted to be trained as drivers were not allowed by their families as it is seen as a man's job.
- There is a lack of information and supported structure to help women start careers in the transport sector.
- Mindset is that women are not efficient in handling machines. It affects their confidence
- Policies are not inclusive.
- There is a mismatch between intent and implementation of policies. Whereas there is intent to make the transport sector more inclusive, there is little implementation efforts recorded on the same.
- Gender insensitive infrastructure has had a negative impact on the safety of women in the industry.

Recommendations

- Engage with the community to create an enabling environment within the transport sector for women.
- Ensure equal opportunities in public transport. There should be information, training, infrastructure and access to jobs.
- Create gender sensitive infrastructure as transport is an access point. The safer they are the more women will be attracted to the sector.



Session Lead: Gitau Thabanj
Municipal Manager, Nakuru County
Government

Plenary Sessions

High Level
Panel 2: Urban
Mobility Dialogue,
Nakuru

Online Audience: 114

The panelists included **Catherine Waweru**, who is the director of National Transport and Safety Authority; **Christine Orina**, who is a traffic commandant; **Eng. George Matheri**, from the University of Nairobi; and **Dan Mihadi**, from GS TAWU.

Overview of the Session

The session was opened by the Nakuru County Attorney who reiterated the importance of the conference. He also noted that Nakuru County Government has been keen on enhancing its public transport system. They had started by decongesting the city, which was pushed by the COVID-19 pandemic. The city had also secured land to enhance its road network. The county has also deliberated on an increase in non-motorised transport infrastructure.

The panel discussed the possible challenges and opportunities for Nakuru County in regards to the public transport system. It was noted that proper planning is key in ensuring that the new city has sustainable and inclusive public transport. It was stressed that efficient mobility goes hand-in-hand with security. Therefore, there is a need for proper lighting along the roads.

It was noted that there is a need for a participatory approach. All users of the transport sector have to be included in the decision-making process.

In conclusion, it was agreed that residents want a city they can live, work and enjoy. Therefore, proper connectivity through public transport is key.

Identified Gaps and Challenges

- Poor planning has led to infrastructure limitations in Nakuru
- Poor management of waste and poor drainage systems that affect the condition of the roads.
- Roads are not user-friendly for all users. There is crowding with numerous users trying to use the few roads. The infrastructure is limiting for people with disabilities.

Recommendations

- Zoning of the city and better planning so that land purchase and development is also sustainable.
- Collaborate with Ministry of Environment for better waste management.
- The parking system has to be reviewed from the current angle parking to alternative and space effective sustainable parking such as parallel parking. It is also crucial to set some spaces for parking.
- There is need for non-motorised transport infrastructure
- A participatory approach in understanding the needs of all road users is necessary.
- Nakuru County should integrate other forms of transport to give users alternatives and also support the road network that is expected to be overwhelmed with the new status.



Report Launch

ITF People's Public Transport Policy

Online Audience: 79

Session Lead: Claire Clarke

Deputy Women Transport Workers and
Gender Equality Officer, International
Transport Workers Federation

The speaker noted that they would be presenting the gender chapter of the policy. Women tend to be passengers and they fulfill their mobility needs through this system. Women are also part of the workforce in the sector. However, it is highly gendered. There are differences in mobility needs and inequality exists in access to transport jobs. Women represent less than 15% of the total workforce in the transport sector globally. They are mostly represented in the lower pay

Any efforts to improve transport must include better representation of women in the decision-making table. More women should be in unions as well so that they can have their needs heard. Public transport will be vital in rebuilding the life of citizens' post COVID-19. It offers an opportunity to restructure public transport to be gender neutral.

The gender chapter of the policy focuses on four demands: to strengthen women's employment and promote decent work; to end violence and harassment against women; to introduce technology to advance gender equity; and to involve women in decision making and policy within the sector. In conclusion, the Ms. Clarke encouraged that women's voices as workers and passengers are included at all levels of the public transport sector.

The following gaps, challenges and recommendations were recorded:

Identified Gaps and Challenges

- Occupational segregation
- Inadequate working environment for women
- Lack of basic needs including sanitary facilities
- Lack of maternity rights for women working in the sector.
- There is significant wage inequality in the sector.
- Harassment from colleagues and passengers.
- There is no job security in the sector, especially for women.

Recommendations

- More formal alternatives of public transport that must integrate the informal public transport sector.
- Fair recruitment policies and gender responsive redesign of the public transport system.
- Trade unions should be at the forefront of creating awareness and encouraging women to take up jobs and leadership opportunities within the sector.
- Make gender inclusivity a key and mandatory part of any new policies and road infrastructure.
- Capacity building and training women in the sector so that they are not perceived to be illiterate and without any skills.
- Women should be encouraged to join unions where they will be able to report issues such as sexual harassment and get justice.

Toolkits and Research

- ITF People's Public Transport Policy: The Gender Chapter



Report Launch

Goal 13: Climate Action in the Transport Sector

Online Audience: 69

Session Lead: Evelyn Njoki Gathua
Sustainable Transport Africa

The session lead was joined by **Zelda Kerubo**, a Junior Energy Advisory in the Energy, Transport and Climate Change Cluster of GIZ Kenya; and **Lydia Kimani**, an Agribusiness Liaison Officer from the Society of Crop Agribusiness Advisors, SOCAA.

Overview of Session

In her presentation, Lydia Kimani, explained to the participants that she would focus on how transport and gender plug in to agricultural value chains. She presented findings on “Climate Action in Transport and Logistics: Node of Agriculture Value Chains”. She revealed that agriculture provides 70% of labour in the rural areas. Over 80% of this labour force is women and they transport produce using different means. The sector leads in terms of greenhouse gas (GHG) emissions at 42%. Kenya is a transportation hub within the Eat Africa region. 70% of agricultural produce in Africa is transported via road. She revealed that the transportation system of agriculture is a major contributor of GHG. Interestingly, the high levels of agricultural value chains are controlled by men.

Evelyn Gathua notes that there is a direct relationship between transport and climate change. The most common fuels being used today in the transport system encourage global warming, thereby, cause climate change. She presented a case study on urban transport in Nairobi, Kenya. Due to poor planning and high rate of urbanisation, there is a lot of congestion in Nairobi. Public transportation has become unreliable. There is also an increase in harassment. These issues have to be resorted in order to create an inclusive transport system that is also environment friendly.

On her part, Zelda Kerubo, noted that transport is central in human life. Human development has allowed people to transverse oceans, take long distance flights and reach space. Despite this, current transport sector has a negative impact on the environment. She noted that transport contributes a quarter of global greenhouse gas emissions and is the fastest growing in that regard. She reiterated that a three principle approach can help lower transport's adverse effects on the environment. The first is to avoid traveling – if it is not necessary, do not travel. Secondly is shift, which refers to using better alternatives such as public transport and non-motorised transport. The third is improve, which reflects on the need to create more livable cities.

The following gaps, challenges and opportunities were recorded during the session:

Identified Gaps and Challenges

- Majority of the women in the agriculture sector are poor. However, men control the high levels of the agricultural value chain.
- Transportation of agricultural produce is a major contributor of greenhouse gases in the country.
- Women are not owners of vehicles and similar assets, which are critical in agricultural value chains.
- Women are not taking up higher income activities in agriculture due to lower literacy levels.



Award Giving Ceremony

Award Ceremony



Session Lead: Naomi Mwaura

Executive Director, Flone Initiative

The session was led by Naomi Mwaura, the Executive Director of Flone Initiative. During the session, Flone Initiative signed a Memorandum of Understanding with Cynthia Wanyonyi, the secretary general of BOTTAX trade union from Mombasa. The following participants were then appreciated and awarded:

- **Mishi Idd Omar** – first female coxswain working at Kenya Ports Authority in Mombasa and has served for over five years. She mentors young women who she encourages to take up opportunities in the transport sector. She dreams of being a captain in the near future.
- **Cecilia Waithera** – She runs an electronic sound system enterprise known as Shosh Sound Systems. She is an expert in installing sound systems in vehicles, an art she learnt by observing her grandsons. She is also the first woman to own a matatu in Nairobi in the 70s.
- **Ann Nyawira Wanjohi** – She has served as the CEO of 2NK Matatu Sacco for the last five years. Her greatest achievement is licensing of FOSA in 2012 and opening a 2NK branch in Karatina in Nyeri County in 2021.
- **Cynthia Bridget Wanyonyi** – She is the first trade union secretary general in Kenya and also the first lady to run a labour union, Boda-Boda, Tuk-Tuk, and Taxis Workers Union of Kenya (BOTTAX) headquartered in Mombasa.

- **Anjelicah Nzilani** – female investor in public transport in Machakos County. She is also the first vice-chairperson for Rembo Shuttle Kenya. She was competitively elected to the post and has been serving for over two years now. She is a staunch believer of women’s leadership and an advocate of a conducive working environment and the opportunity to compete fairly.
- **Anne Maina** – a successful entrepreneur in the transport sector. She currently owns a tyre shop in Kiambu, Kenya, a business she has been in for the last six years. She is also known for employment opportunities for the youth.





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