

# *Promoting Safe and Secure Movement and Mobility of Women in Dhaka, Bangladesh:*

## *ADB's Bus Rapid Transit Project*

- *David Margonsztern (Former Project Mission Leader),  
Ferdousi Sultana (Former Team Member)*

**MDB Sponsored Regional Workshop**

**GENDER VOICE AND AGENCY**

**ADB, Manila, June 2 – 4, 2014**

*The views expressed in this presentation are the views of the author/s and do not necessarily reflect the views or policies of the Asian Development Bank, or its Board of Governors, or the governments they represent. ADB does not guarantee the accuracy of the data included in this presentation and accepts no responsibility for any consequence of their use. The countries listed in this presentation do not imply any view on ADB's part as to sovereignty or independent status or necessarily conform to ADB's terminology.*

# Greater Dhaka Sustainable Urban Transport Project (GDSUTP)



**BANGLADESH**

# Outline

1. Project Objective
2. Project Description
3. Project Location
4. Urban Transport and Gender: Bangladesh Context
5. Project Gender Action Plan



# 1. Project Objective

- Urban sprawl, road congestion, air pollution, noise, high traffic accidents, unenforced parking
- Unregulated PT services provided by private sector, low financial sustainability
- Inappropriate transport organization, lack of planning, no intermodal integration

1 Reducing congestion and pollution  
Promoting PT and NMT

2 Improving safety and accessibility

3 Complying with the recommendations of  
the Dhaka's STP and the ADB's STI

4 Managing Urban growth to alleviate city  
centre density

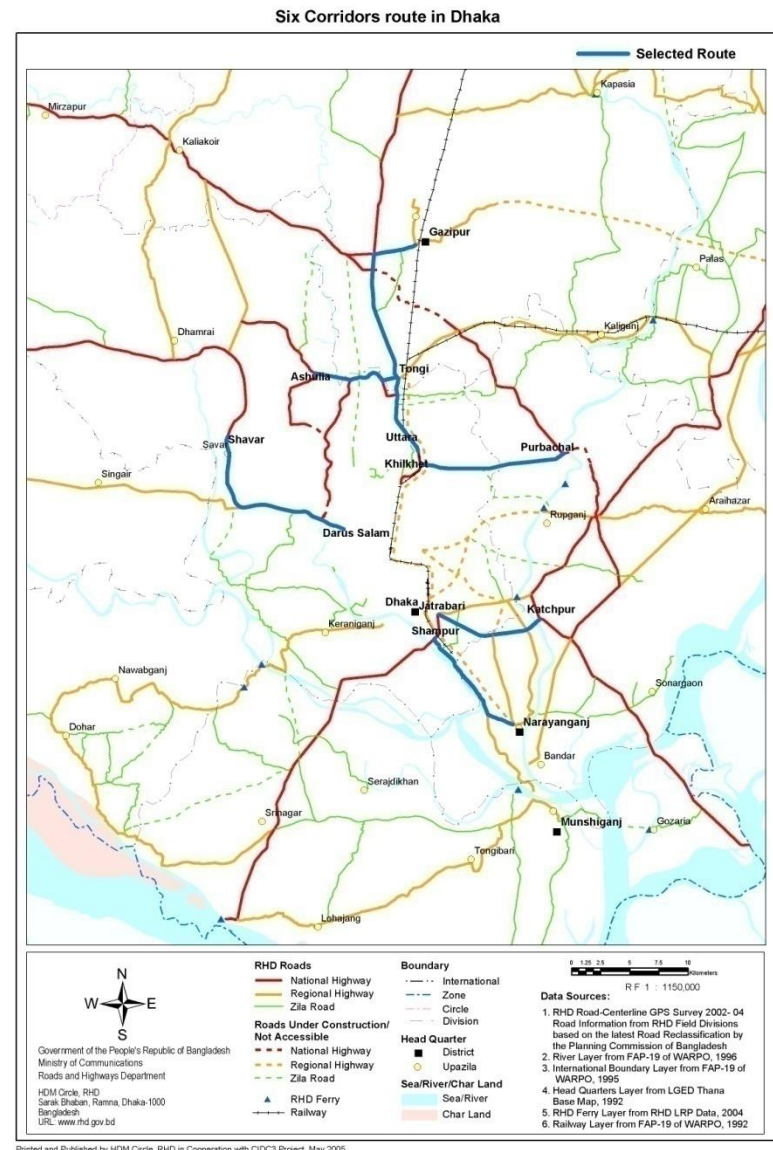
- Pilot Mass Transit System on an existing road or axis in Greater Dhaka's fringes
- Complementary infrastructures (terminal, parking, feeder routes)
- Urban development strategy and framework along the corridor



## 2. Project Location (GDSUTP)

**6 potential corridors in GD's fringes assessed through a multi-criteria analysis based on 5 criteria:**

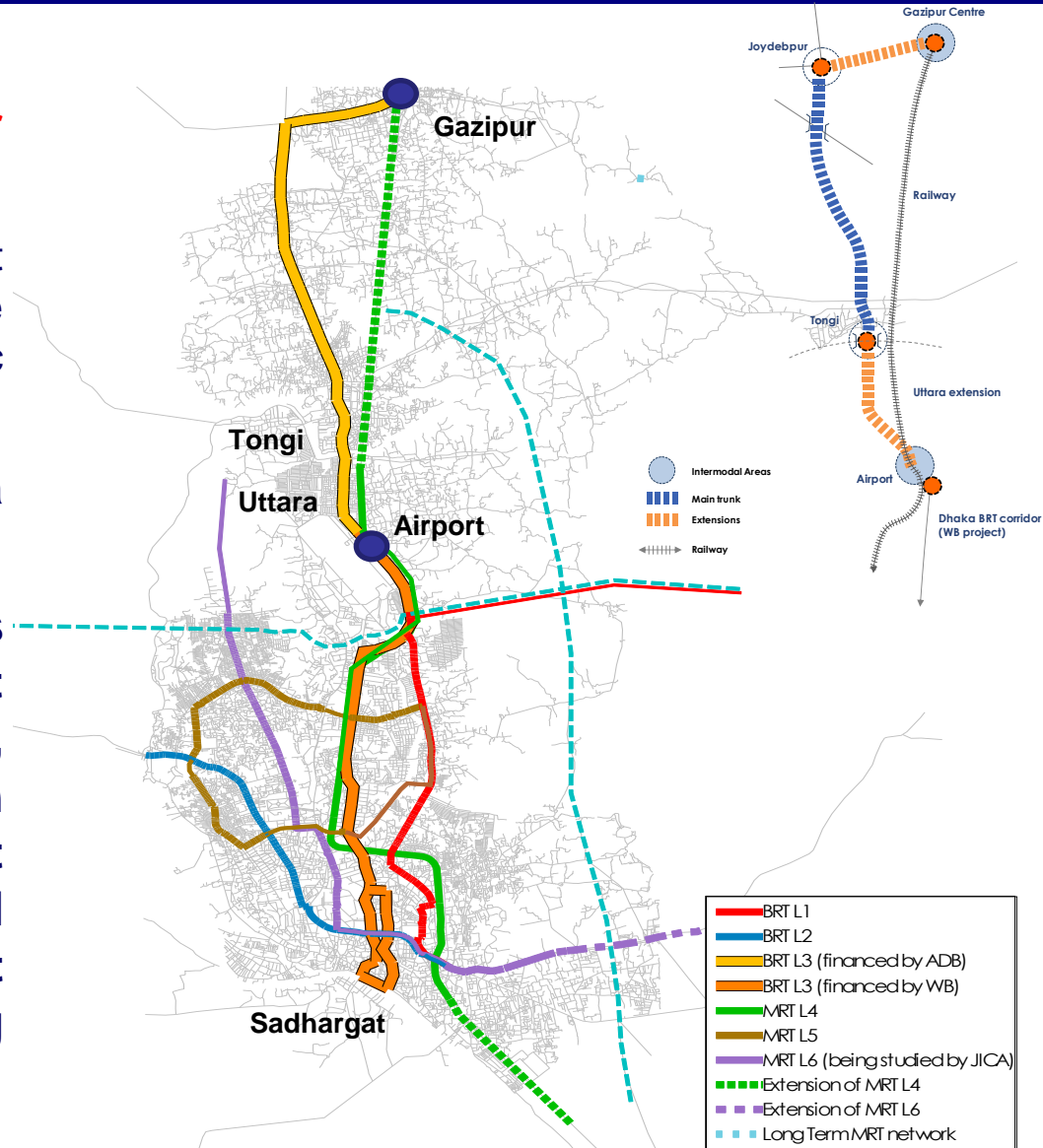
- **Operational capacity** = operational cost savings + congestion reduction + intermodality
- **Ease of implementation** = physical constraints + construction time + implementation cost
- **Urban and environmental impact** = city long-term vision + level of resettlement + environmental issues
- **Social benefits** = pro-poor and gender benefits + demand capitation + time savings
- **Stakeholders support** = Political support + private operators potential contestation + social and media acceptability



## 2. Project Location (GDSUTP)

### Gazipur – Tongi – Airport corridor selected

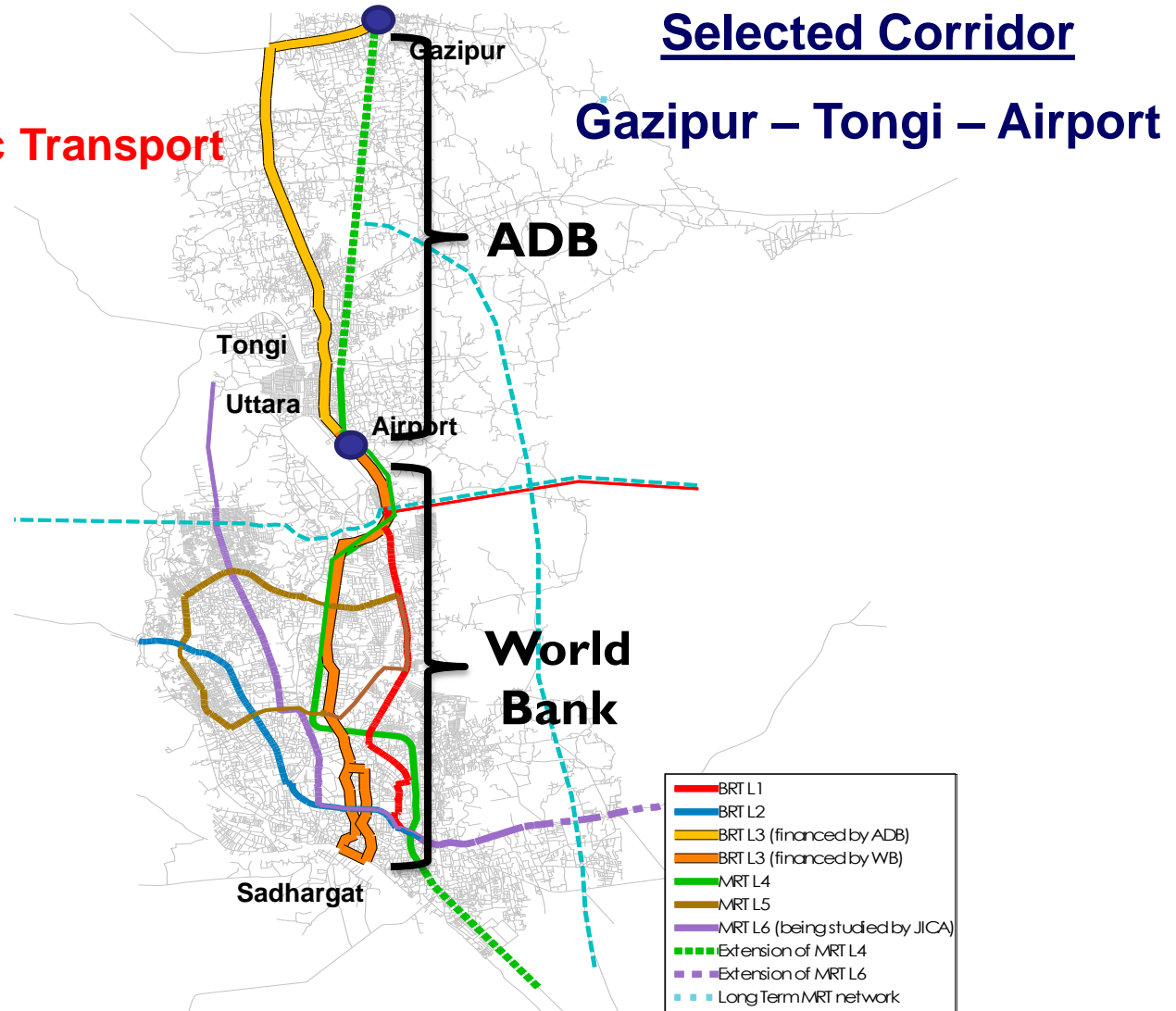
- Proposed project: develop the first section of the north-south BRT route (Line 3) in the Bangladesh Strategic Transport Plan (STP).
- The second section to be developed at a later stage by the WB.
- This corridor / section was selected notably because it crosses a garment hub, employing an estimated 1 million workers, mostly women, in great need for safe, secure and affordable public transport services and better walking facilities.



# Project Location (GDSUTP)

## Key Benefits

- ❑ Aligned with Strategic Transport Plan
- ❑ Garment hub



# Greater Dhaka Sustainable Urban Transport Project

## (Board Approval: 17 April 2012 - \$255 million)

Vision-Outputs	Investment	
<b>1. DNCC and GCC's main urban transport corridor is restructured</b>	<ul style="list-style-type: none"> <li>• Construction of a <b>20-km BRT route</b> including: (i) segregated lanes (ii) 4.5 km elevated section from km 12.5 to km 17.0, (iii) 7 additional overpasses at main junctions and one U-turn, (iv) BRT lanes with concrete pavement, (vi) 31 closed stations with three accesses at grade and 28 underpasses (8 with elevators), and (vii) 2 terminals.</li> <li>• sidewalks, 2 mixed-traffic lanes, 1 NMT lane per direction along the BRT;</li> <li>• a high-capacity drainage system along the corridor;</li> <li>• <b>BRT depot and terminal facilities in Gazipur</b>; and</li> <li>• 155 access roads improved for NMT over 100 meter.</li> </ul>	
<b>2. Sustainable BRT operations</b>	<ul style="list-style-type: none"> <li>• <b>50+ CNG buses</b> leased to selected private bus operating companies;</li> <li>• intelligent transport systems (ITSs) installed for the BRT, including the fare collection system</li> </ul>	
<b>3. Improved urban quality of the corridor</b>	<ul style="list-style-type: none"> <li>• <b>1,000 energy-efficient streetlights</b> installed along the corridor;</li> <li>• municipal infrastructure improved, including 10 local markets, nine drains, 141 local roads, and 2 pedestrian-friendly pilot roads;</li> <li>• equipment to improve traffic management, including 70 BRT-priority traffic lights, <b>150 closed-circuit television cameras at main junctions</b>, and mobile vehicle emission-testing devices</li> </ul>	



# Urban Transport and Gender: Bangladesh Context

- ❖ Bangladesh is largely sex segregated society (seclusion of women)
- ❖ Women's presence in public spaces limited although some changes are now slowly taking place
- ❖ Social norms dictate where, when and with whom women can travel - restricted movement in public spaces.
- ❖ Mixing with unrelated men is not permitted/frowned upon. Hence, close physical contact with men – inappropriate (problem with crowded public transport)
- ❖ Presence in public spaces where large numbers of men congregate is discouraged

# Urban Transport and Gender: Bangladesh Context

- ❖ Women travelling on their own particularly after dusk seen as "inappropriate" behavior especially for young women
- ❖ Parents concerned about women's safety, security and family reputation
- ❖ Females are the custodians of family honor
- ❖ Sexual harassment of young women common in public spaces – touching, eve teasing, acid throwing - mobility need of young women is higher – students, garment workers, working women
- ❖ Public transport system generally not sensitive/responsive to women's needs particularly pregnant women, elderly, sick, women with children
- ❖ Women often travel with children
- ❖ Generally PT operators less interested to take women during pick hours

# Urban Transport and Gender: Different Scales of Intervention

## ENGINEERING DESIGNS

### Stations

- Station, street and corridor lighting, security systems (CCTV cameras – stations and approaches to stations)
- Separate toilets for women in stations

### Buses

- Access ramps and at-level boarding
- Automatic doors
- Signage and awareness / education campaigns within stations and buses (ITS and Passenger Information System) to protect women's safety, security and rights



## OPERATIONAL DESIGNS

- **Reserved seats:** Reserve 20% of seats for pregnant women, women with children, elderly
- **Public consultation with women:** to set fares, service hours, routes, quality of services
- **Cross-subsidy policies:** affordability and higher usage. Subsidized monthly travel passes for 70% garment workers provided by garment factories
- **Commercial Space:** 15% spaces reserved for women vendors in underpasses and stations
- **Queuing system:** separate male and female queues
- **Priority boarding:** pregnant women & disabled
- **Training:** of operation staff with emphasis on gender and social aspects
- **Employment:** Percentage of jobs (SPO, bus drivers, etc.) reserved for women (20%)
- **Awareness Campaigns:** on issues faced by women e.g. safety, sexual harassment

# The End





# Gender Action Plan



# GDSUTP: Detailed Gender Action Plan

## Outcome, Output and Gender- related Objective(s), Activities and targets

**Outcome.** The public transport system is improved in DNCC and GCC, benefiting a population of 1 million

- ❖ BRT achieves 100,000 passengers per day [at least 30% women] in 1<sup>st</sup> year of operation.
- ❖ BRT achieves at least 85% client satisfaction on safety and efficiency of BRT system (Target: at least 50% of clients surveyed are women).

**Output 1.** DNCC and GCC's main urban transport corridor is restructured

- 20 km corridor, including BRT system, is restructured as per design and international standards, including safety and comfort features for women, children, and disabled.
- Employ women (at least 20% of workers) in BRT construction and maintenance work.
- Bus stations and vendor areas designed to include safety facilities for women (station and street lighting, CCTV for security, separate toilets for women at stations).
- Ensure adherence to gender-specific core labor standards in contract codes related to the operation and management of BRT, such as equal wages for equal work.

# Details of Gender Action Plan of GDSUTP (Contd.)

## Output 2. Project management is effective and BRT operations are sustainable

- At least 70% of garment workers (majority women) using BRT receive subsidized monthly travel passes.
- 50% of students receive subsidized BRT monthly passes [60% female]
- Reserved seats for women with young children & pregnant women (20% seats)
- Ensure separate queuing system for male and female passengers at BRT stations
- Priority boarding of pregnant women, elderly, children and handicapped.
- Reserve and allocate at least 15% of the vendor areas to women vendors.
- Employ at least 10% female staff (e.g., drivers, crew, etc.) in BRT operations.
- Ensure awareness materials for BRT incorporate specific concerns of women
- Conduct a feasibility study on re-introducing women-only buses, or women sections in existing buses, or similar women-friendly design features, for recommendation to the Roads Division of the Ministry of Communications
- 75% of DTCA / SPO trainees [30% women] to get 80% high score in final test
- Recruit women staff in SPO (Target: 20% of total staff).

# Details of Gender Action Plan of GDSUTP (Contd.)

## Project management specific:

- Collect baseline sex-disaggregated data and gender analytical information as part of preparatory surveys, feasibility studies, assessments and reports.
- Develop gender-sensitive training modules for use in training PIU staff
- PIUs staffed [with at least 20% women] and trained
- PMU and PIU have gender focal points
- Include women with experience of gender and transport issues in trainer's teams.
- Incorporate gender indicators in the PMIS and gather sex disaggregated data



## **Output 3. Urban quality of the corridor is improved**

- Consider safety of women / children while selecting location of street lighting in corridor
- Awareness campaigns conducted on improving road safety and traffic behavior [target: At least 30% women participation]
- Female traffic police in GCC attend the traffic management training program.
- Training for Traffic Police to include gender sensitive issues.
- Ensure participation of women (Target: at least 30% women) – either in the design, construction, operation, and/or maintenance – in the improvement of local markets and feeder roads for NMT)