

**Title Registration for a Systematic Review:
The effects of transport infrastructure and logistics interventions on women's participation in formal labour markets in low- and middle-income countries: a systematic review**

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TITLE OF THE REVIEW

The effects of transport infrastructure and logistics interventions on women's participation in formal labour markets in low- and middle-income countries: a systematic review

BACKGROUND

Women's rights to make choices and their freedom to control resources, decision-making, mobility, and safety in the interpersonal, societal, and economical aspects of their lives implies women's empowerment (Alsop and Heinsohn 2005; World Bank 2012; UN 2001; Kabeer 2008). Although the definition of women's empowerment covers economic independence, only in recent years has the importance of women's economic empowerment become a priority to international agencies; this includes UN's Millennium Development Goals and Sustainable Development Goals, the World Bank Transport and Gender Thematic Group, OECD-DAC Network of Gender Equality, DFID, and SIDA. Women's economic empowerment is about making markets work for women and empowering women to compete in markets (World Bank, 2006).

In low- and middle-income countries (L&MIC), the majority of the women's labour force falls into the "vulnerable work" category, which largely consists of casual and unskilled agricultural labour, construction site work, petty vendor work for other traders, and domestic work (Kabeer 2008). Women's wage earnings are low, in-cash, or in-kind. Women are generally paid half the salary of male workers and belong to poor households (Lanjouw 2007, Das 2006, Bridges et al. 2011, Oya 2010, and Whitehead 2009). Some of the societal constraints accounting for women's small share of formal enterprises include gender-related constraints such as the inability to access competitive bank loans and stable business locations as a result of lack of land ownership, and the lack of access to markets, education, and training as a result of restriction to mobility (Rodgers and Menon 2010, Bjerger and Rand 2011, Heintz and Pickbourne 2012, Hampel-Milgrosa 2011).

Poor infrastructure—particularly road and transport networks for accessing education and job markets—is instrumental in women's inability to obtain formal, well-paid labour opportunities with contractual wages and decent working conditions (Barrientos 2002, Winters et al. 2008, Emran 2011). Gender-related infrastructural constraints are a significant aspect of women's disadvantage within the formal labour market due to their restricted access to markets, and safe, time-efficient mobility (Winters et al. 2008).

Research indicates that transport infrastructure and logistics interventions and policy programs with conducive gender dimensions have great potential to provide equal access to economic resources and/or to remove structural gender inequalities from the labour market.

Gender-responsive transport infrastructure and logistics services can expand trade, export competitiveness, open opportunities in supply-chain verticals, and reduce women's time and transportation costs. Decreasing women's time costs and increasing their mobility and safety raises women's productivity. Improved road access to health and educational services and broad choices for employment opportunities, markets, and financial services can provide significant benefits for women (Quisumbing, 2003; World Bank 2012; Kabeer 2003).

In past decades, there has been a significant investment in gender-responsive transport and logistics services. Gender mainstreaming in back-end logistics initiatives such as training in customs and border requirements and processes, advertising of customs and border requirements and costs, and transport infrastructure for safe and secure border crossing are being integrated into transport design. Innovative approaches are being implemented in order to mainstream gender in specific aspects of road construction projects such as involving women in consultation during construction, appraisal, training for roadside landscape, and training for women as road maintenance contractors. This review will attempt to collect and synthesize such evidence of women's empowerment efforts.

OBJECTIVES

The primary objective of this review is to measure the impact of gender-responsive transport infrastructure and logistics interventions. The secondary objective is to examine the perspectives of women on their experiences of empowerment and/or constraints as a result of gender-responsive transport infrastructure and logistics interventions.

This review will aim to answer the following research questions:

1. What are the effects of transport infrastructure and logistics programmes on women's participation in formal labour markets in low- and middle income countries?
2. What are women's views and experiences of gender-responsive transport infrastructure and logistics programmes?

EXISTING REVIEWS

The evidence linking women's empowerment and money transfers in-cash and/or in-kind, land ownership, micro-financing, and business training interventions has been studied in recent reviews (Yoong et al. 2012, Vaessen et al. 2014, Brody et al. 2015). The evidence linking roads and development and roads and vulnerable road users' safety is well-tested in the L&MIC setting (Gupta et al. 2016). The systematic review of the impacts on poverty and

resilience of rural road extension includes sex-disaggregated outcomes for women and girls (Hine et al., 2016). However, there is no such synthesized evidence linking gender-responsive transport and logistics interventions and women’s empowerment. The following is a list of evidence from primary studies and systematic reviews on gender-responsive road infrastructure and logistics interventions.

Title of the Study	Study Type
Primary studies (include interventions exclusively targeting women as well as interventions targeting both women and men, provided the studies separately analyze relevant outcomes for women).	
Acheampong, Frank O. (2004). The impact of intermediate means of transports (IMTs) on agricultural production and marketing in coastal Ghana: evidence from a pilot IMT action research project. Durham University.	PhD Thesis
Bryceson D.F. and Fahey J. (1993). Rural household transport in Africa: reducing the burden on women? <i>World Development</i> , Vol. 21 (11): 1715-1728.	Cross-sectional study
Chowdhury S. (2010). Impact of infrastructures on paid work opportunities and unpaid work burdens on rural women in Bangladesh. <i>Journal of International Development</i> , 22 (7).	Economic Modeling study
Dewina R., Muto M., Sumaryanto S., Yamauchi F. (2011). Are Schooling and Roads Complementary? Evidence from Income Dynamics in Rural Indonesia. <i>World Development</i> , Vol. 39 (12): 2232–2244.	Economic Modeling study
Gomez, Jr., José Edgardo, Nittana Southiseng, John Walsh, and Samuel Sapuay (2011). Reaching across the Mekong: local socioeconomic and gender effects of Lao-Thai cross-border linkages. <i>Journal of Current Southeast Asian Affairs</i> , 30 (3): 3-25.	Cross-sectional study
Khin Hnin Phyu. Negotiating the Trade Route at the Border: A Case Study of Women Small-Scale Cross-Border Traders in Myitkyina, Myanmar. In K. Kusakabe (Ed.) <i>Gender, Roads and Mobility in Asia</i> . London: Practical Action Publishing.	Case study
Mahapa S. and Mashiri M. (2001). Social exclusion and rural transport: Gender aspects of a road improvement project in Tshitwe Northern Province. <i>Development Southern Africa</i> , V 18 (3).	Observational study

Maertens, M., and Swinnen J.F.M. (2008). <i>Gender and modern supply chains in developing countries</i> . LICOS Discussion Paper 231, Leuven: LICOS Centre for Institutions and Economic Performance.	
Ogbonna, M. O. and Nwaobiala, C. U. (2014). Effect of Fadama III Project on Rural Farm Women Production In Gombe State, Nigeria. <i>Nigerian Journal of Agriculture, Food and Environment</i> . 10(1):13-18.	Controlled Before and after
Overton, Karen (1996). Using the Bicycle for Women's Empowerment in Africa. <i>Sustainable Transport, No. 6</i> : 6-10. New York: The Institute for Transportation and Development Policy (ITDP)	Report
Porter, G. (1995). The impact of road construction on women's trade in rural Nigeria. <i>Journal of Transport Geography, Vol. 3 (1)</i> : 3-14.	
Shahidur R. Khandker, Zaid Bakht, Gayatri B. Koolwal (2009). The Poverty Impact of Rural Roads: Evidence from Bangladesh. <i>Economic Development and Cultural Change</i> 57 (4): 685-722.	Quasi-experimental study
Thammanosouth, Saykham, Viengnam Douangphachanh, and Lamphoun Hounphakdy. Gender Analysis of Changes in Livelihoods at the Border: A Case Study of Houayxay, Lao PDR. In K. Kusakabe (ed.) <i>Gender, Roads and Mobility in Asia</i> . London: Practical Action Publishing.	Case study
Win Myo Thu. Impact of Cross-Border Road Construction on the Livelihoods of Women and Men in Kyaing Tong Tachilek, Myanmar. In K. Kusakabe (ed.) <i>Gender, Roads and Mobility in Asia</i> . London: Practical Action Publishing.	Case study
Systematic reviews (ongoing and/or related)	
Gupta Manisha, Menon Geetha, Devkar Ganesh, and Thomson Hilary (2016). Regulatory and road engineering interventions for preventing road traffic injuries and fatalities among vulnerable road users in low and middle income countries. <i>DFID - Cochrane Public Health Group Systematic Review (ongoing)</i>	
Hine, J., Abedin, M., Stevens, R.J., Airey, T., & Anderson, T. (2016) Does the extension of the rural road network have a positive impact on poverty reduction and resilience for the rural areas served? If so how, and if not why not? A systematic review. London: EPPI-Centre, Social Science Research Unit, UCL Institute of Education, University College London.	

There are some reasons for the lack of synthesized evidence on gender-sensitive transport and logistics interventions in reviews of women's empowerment. Typically, transport and logistics services are back-end or value chain operations. Secondly, transport infrastructure has an indirect impact as a barrier to or facilitator of women's participation in formal labour markets. Most of the gender-mainstreaming transport intervention components are integrated into road infrastructure construction programs and policy guidelines at the sectoral or national level. Thus, evidence of research on women's empowerment interventions generally does not include gender-responsive transport interventions. Perhaps a more systematic approach to data collection is needed on gender-mainstreaming interventions in the transport sector. This review will collect only evidence of women's empowerment efforts in transport infrastructure and logistics interventions in L&MIC.

INTERVENTION

The review will include road infrastructure and logistics interventions exclusively targeting women as well as interventions targeting both women and men, provided the studies separately analyze relevant outcomes for women. These include the following:

Providing adequate service routes and schedules, affordable fares, and safety on public transport fleet and facilities; development of feeder roads and regional trade corridors; legal and policy provisions of mainstreaming gender into road sector programs and projects; training and education around gender sensitivity in the transport sector; gender training for custom and border management officials; gender balancing among customs and border management staff; advertising of customs and border requirements and costs in public areas to increase transparency; liberalizing the provision of transport services that will lower transport costs to women's micro-enterprises (such as community-based credit schemes) to help increase IMT purchases; and financing to pursue transport-related businesses such as farm-related transport activities.

Comparisons: Comparison of intervention versus no intervention.

We will exclude conditional cash or in-cash transfers to women's micro-enterprises for other market activity (for example, direct financial cash grants or subsidies for land leases, or alternatively, programs such as the voucher/coupon-based Inputs for Assets Program: poultry supply, livestock, seeds or other farm inputs), microfinancing of self-help groups, cash or in-cash transfers (associated with improvements in household income, savings and households' ability to withstand economic shocks). We will also exclude general trade-related interventions. However, trade interventions that facilitate supply chains in the cross-border export will be included. We are only interested in the effects of gender-sensitive interventions in the context of transport fares for travel and transport cost of farm-related supply chain activities and informal cross-border trade (ICBT). We will also exclude feasibility studies and certain regulatory studies such as the conduct of women drivers,

conductors and passengers and the conduct of border custom staff and management with regard to women's migration, women's human rights, and sexual harassment.

POPULATION

Women of all ages 16+ living in low- and middle-income countries as classified by the World Bank list of economies.

OUTCOMES

We will include a range of different outcomes, including but not limited to the outcomes listed below. The criteria will be further developed at the protocol stage through developing a theory of change in consultation with our advisory group.

Primary outcomes: (1) Women's employment, including employment generated by any firm in sectors not traditionally employing women or after moving sectors; (2) investment in productive assets such as land and livestock, including ownership and control in sectors not traditionally employing women or moving sectors; (3) women's earnings in sectors not traditionally employing women or after moving sectors; (4) revenues/profits in sectors not traditionally employing women or after moving sectors.

Secondary outcomes: (1) Women's control over household expenditure and economic resources within the household; (2) women's travel time to markets, jobs, and other income-earning opportunities; (3) women's perception of their safety and security around transport infrastructure; (4) trade officials and border staff attitudes towards women; (5) women's business skills and negotiation power; (6) women's well-being, including access to public health centers, education centers, and social events.

Unintended effects: There has been some evidence of positive associations between women's empowerment and lower fertility, longer birth intervals, and lower rates of unintended pregnancy; women's expectations or aspirations for higher studies of their daughters and subsequent delayed marriages; women's economic independence is also associated with reduced HIV risk behavior as a result of their influence in relationships.

Adverse effects: Women's participation in household decision-making as a result of increased autonomy and self-confidence may increase tension within household and/or domestic violence, divorce rate, and infidelity among partners.

STUDY DESIGNS

To answer our review question, this review will include quantitative and qualitative study designs for evidence and analysis appropriate to each review objectives.

Review objective 1: quantitative evidence

We will include randomized control trials (RCTs, including cluster RCTs) and non-randomized studies. Though, RCTs will be the preferred study design, preliminary literature review has indicated a low possibility of detecting such study designs in L&MIC.

The following types of non-randomized studies will be considered: controlled before and after, regression-discontinuity design, and ITS (interrupted time series).

For interrupted time series studies, at least three data points need to be collected before and after the intervention for the study to be included. For controlled before and after, changes in outcomes between the before and after intervention period for a treated and a comparison group are needed for the study to be included.

This review will also include uncontrolled before and after and cross-sectional study designs.

Study designs such as uncontrolled before and after and observational are considered less suitable for inclusion in systematic reviews due to the high risk of biases involved; however, previous Cochrane reviews (Bunn 2003; Thomson 2013; Gupta 2015 [ongoing]) have included such study designs. In the review on transport infrastructure for vulnerable road users' road safety in L&MIC (Gupta 2015), of the 18 studies included for quantitative evidence, there were only one CBA and five ITS; the rest of the studies were uncontrolled before and after. The focus of this review is to present the best available evidence in the L&MIC context. In this review, the L&MIC context is important rather than the restricted inclusion criteria to include ideal study designs only.

Systematic reviews will be included to identify studies for inclusion.

Review objective 2: qualitative evidence

The review will incorporate descriptive study design, including interviews with and surveys of women and employers, focus groups, case studies, oral histories, and documentary analyses of implementation.

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ROLES AND RESPONSIBILITIES

Please give a brief description of content and methodological expertise within the review team. It is recommended to have at least one person on the review team who has content expertise, at least one person who has methodological expertise and at least one person who has statistical expertise. It is also recommended to have one person with information retrieval expertise. Please note that this is the *recommended optimal* review team composition.

- Content:
- Systematic review methods:
- Statistical analysis:
- Information retrieval:

Name	Subject	Role in the Review	Responsibility
Ms. Manisha Gupta	Content (Transport) and Systematic review methods	Principal investigator/lead co-author	Lead the review in screening, data extraction, appraisal, and synthesis; coordination with IDCG and advisory group
Dr Geetha Menon	Statistical Analysis	Meta-analysis expert and co-author	She will lead the quantitative studies meta-analysis
Ms. Shreya Jha	Content (Women empowerment and thematic analysis)	Qualitative analysis researcher and co-author	Responsible for screening, data extraction, appraisal, and thematic analysis
Dr. Surekha Garrimella	Content (Women empowerment and thematic analysis)	Thematic analysis and women empowerment Expert and co-author	Advise/critique on the methodological aspects of thematic analysis and women empowerment

Poh Chua	Information retrieval	Information/search Specialist	She will develop the search strategy and run the search in databases
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FUNDING

Do you receive any financial support, and if so, from where? What are your deliverable deadlines for the review? If not, are you planning to apply for funding, and if so, from where?

At present we do not have any funding support. We will explore opportunities when available.

POTENTIAL CONFLICTS OF INTEREST

For example, have any of the authors been involved in the development of relevant interventions, primary research, or prior published reviews on the topic?

Ms Manisha Gupta	No
Dr Geetha Menon	No
Dr Surekha Garimella	No
Ms Shreya Jha	No
Ms Poh Chua	No

PRELIMINARY TIMEFRAME

Note, if the protocol or review are not submitted within 6 months and 18 months of title registration, respectively, the review area is opened up for other authors.

- Date you plan to submit a draft protocol: 30th April 2017
- Date you plan to submit a draft review: 31st July 2018

AUTHOR DECLARATION

Authors' responsibilities

By completing this form, you accept responsibility for preparing, maintaining, and updating the review in accordance with Campbell Collaboration policy. The Coordinating Group will provide as much support as possible to assist with the preparation of the review.

A draft protocol must be submitted to the Coordinating Group within one year of title acceptance. If drafts are not submitted before the agreed deadlines, or if we are unable to contact you for an extended period, the Coordinating Group has the right to de-register the title or transfer the title to alternative authors. The Coordinating Group also has the right to de-register or transfer the title if it does not meet the standards of the Coordinating Group and/or the Campbell Collaboration.

You accept responsibility for maintaining the review in light of new evidence, comments and criticisms, and other developments, and updating the review every five years, when substantial new evidence becomes available, or, if requested, transferring responsibility for maintaining the review to others as agreed with the Coordinating Group.

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