



# Covid-19 impacts on the peri-urban mobility of women and vulnerable households in Antananarivo, Madagascar

WCTR-SIG F1/AUM  
Webinar

25 February 2021

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# Research Questions

## **COVID-19 IMPACT**

How have the lives and the mobility of women and vulnerable groups in peri-urban Antananarivo been affected by transport-related virus containment measures?

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## **EXPERIENCES IN OTHER LICS**

How do these changes and Covid-19 impacts compare to experiences in other LICs in Africa and SE Asia?

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## **FINDING SOLUTIONS**

Are there solutions, identified by users and local stakeholders or inspired by experiences in other LICs, that can be implemented in Madagascar in the short-term and in the long-term?

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# Methodology

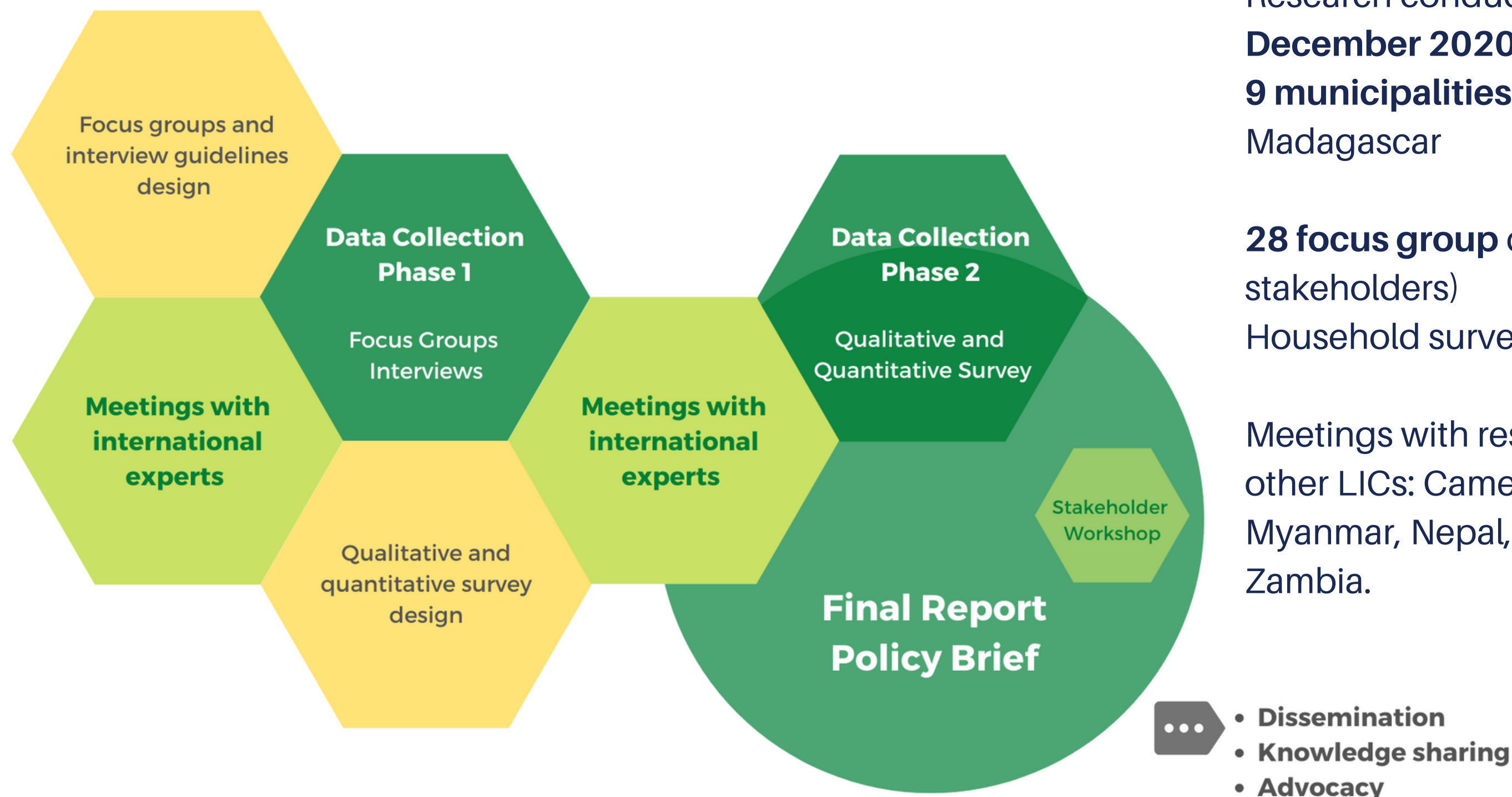
Research conducted between **October and December 2020**

**9 municipalities** around Antananarivo, Madagascar

**28 focus group** discussions (approx. 230 stakeholders)

Household survey: **901 households**

Meetings with researchers/practitioners in ten other LICs: Cameroun, Kenya, Liberia, Malawi, Myanmar, Nepal, Senegal, Uganda, and Zambia.



# Context: socio-economic

- Among of the most vulnerable population groups in Madagascar (WB 2020)
- Before Covid-19, nearly 65% of surveyed households under poverty line - during restrictions 80%
- Agriculture still key activity (54%), salaried workers account for 18% and small commerce 13%
- Women responsible for regular market trading with urban markets
- Phone network coverage is high (95%) and 80% household own a phone



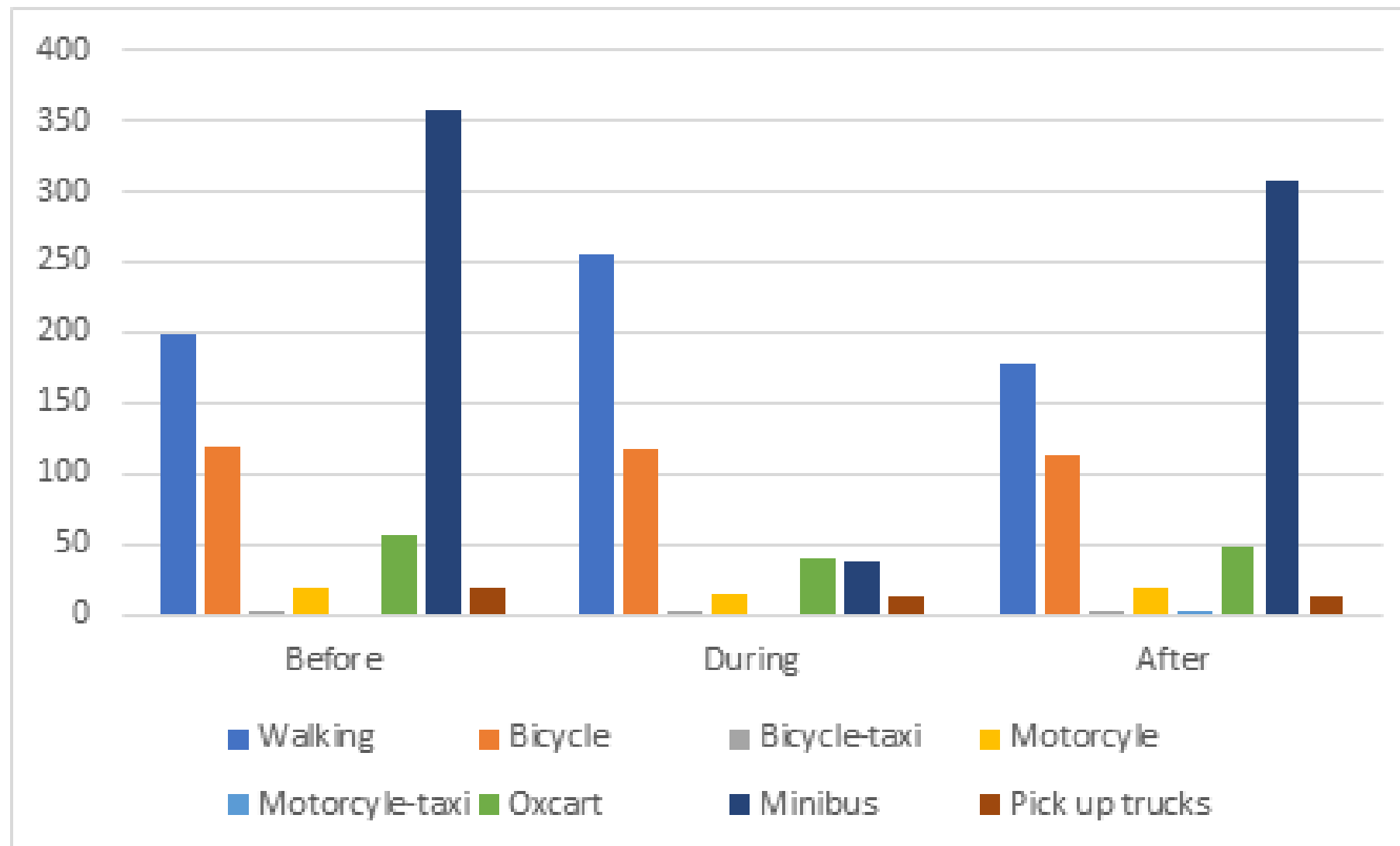




# Context: transport

- Minibus only regulated public transport
- Minibus most used mode of transport, followed by walking and bicycles
- Half surveyed households do not own any mode of transport - bicycles most common private transport, (42%), followed by carts (9%) and motorcycles (8%)
- Strict transport and mobility restrictions between March-September 2020

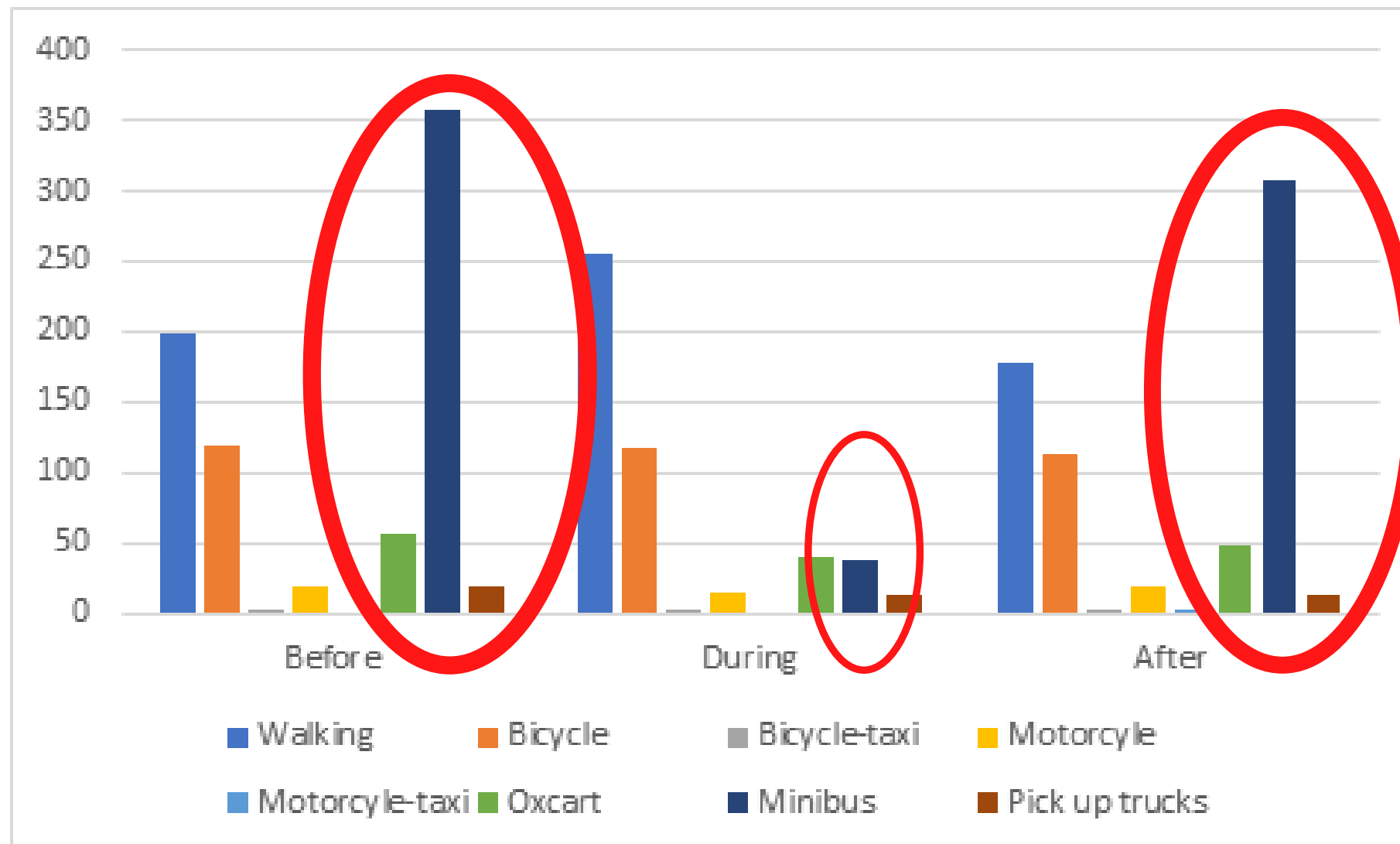
# Covid-19 impacts on mobility patterns



*Main modes of transport used by all travellers  
before, during and after restrictions*

- Overall decrease in daily trips: dropped by half
- Slight decrease on number of people travelling during restrictions (85% to 70%)
- Changes in frequency of travel greater for non-agri activities
- Public transport ban leads to lack of transport alternatives during restrictions: walking becomes the option, use of bicycles and carts remains stable
- Prices of minibus fares now 10-15% higher
- Fear of contracting Covid-19 in minibuses still high
- Situation similar to experiences in other LICs like Nepal, Myanmar, Uganda, and Malawi

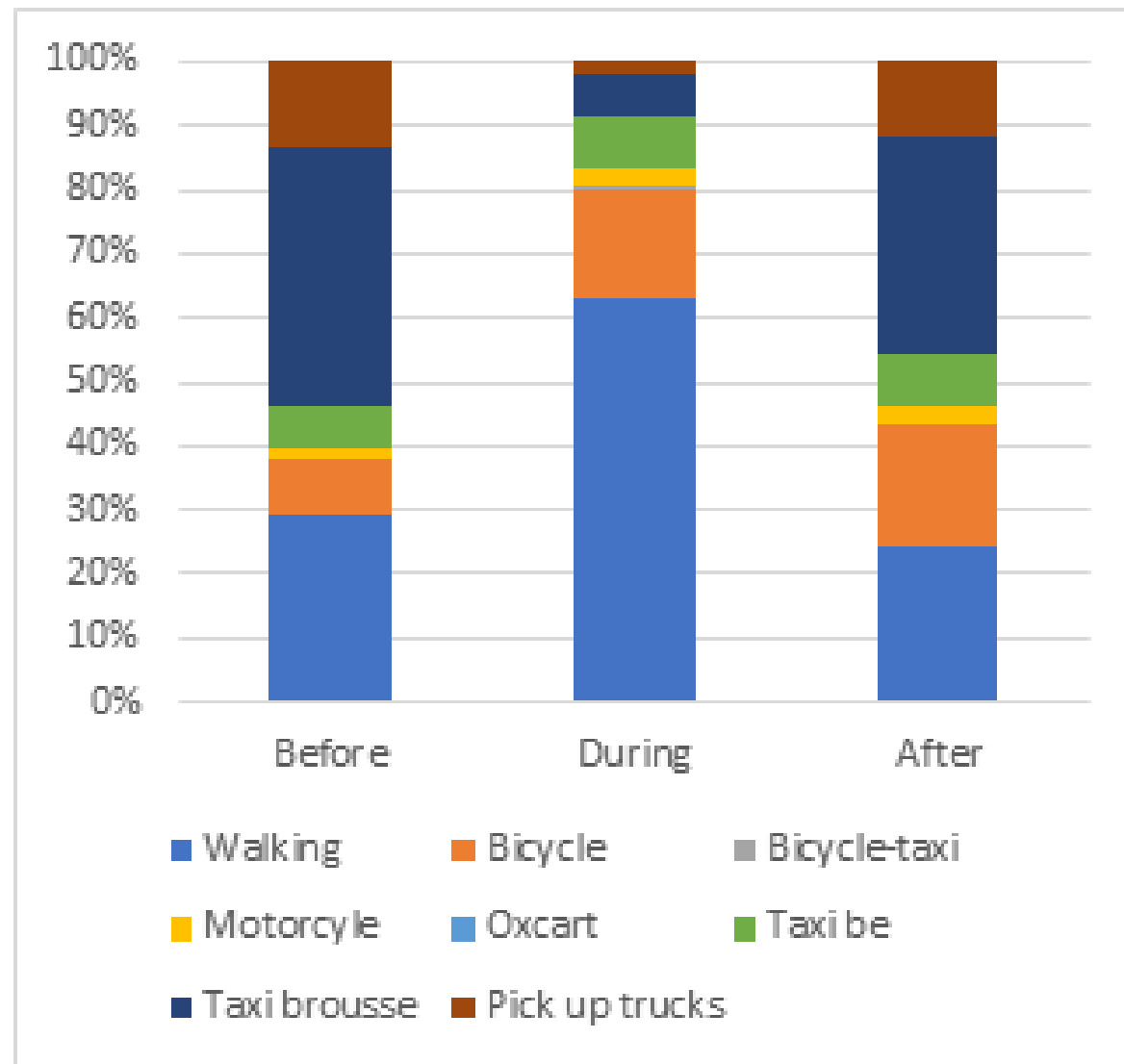
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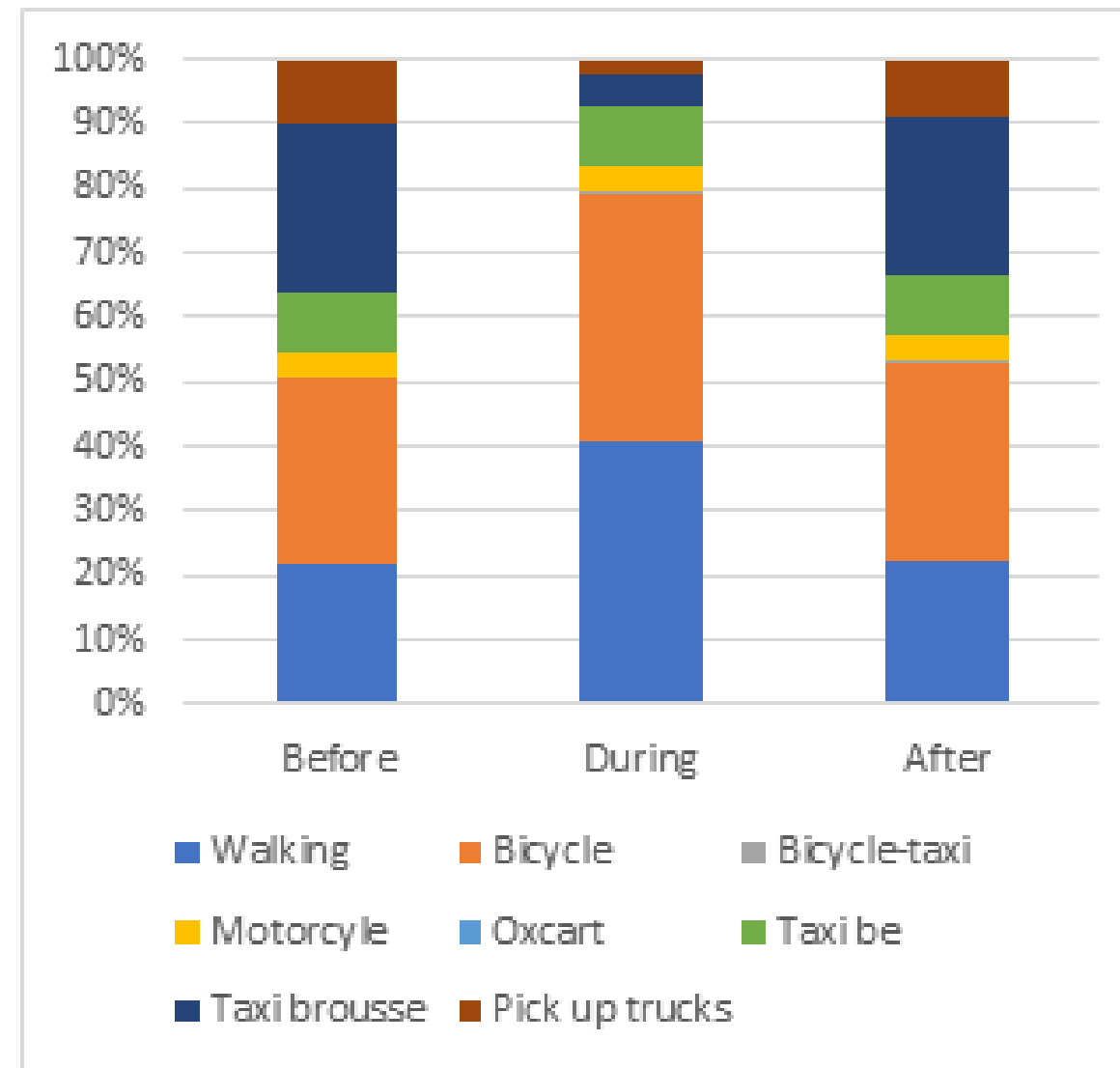
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# Gender-specific issues



## Women

*Modes of transport used  
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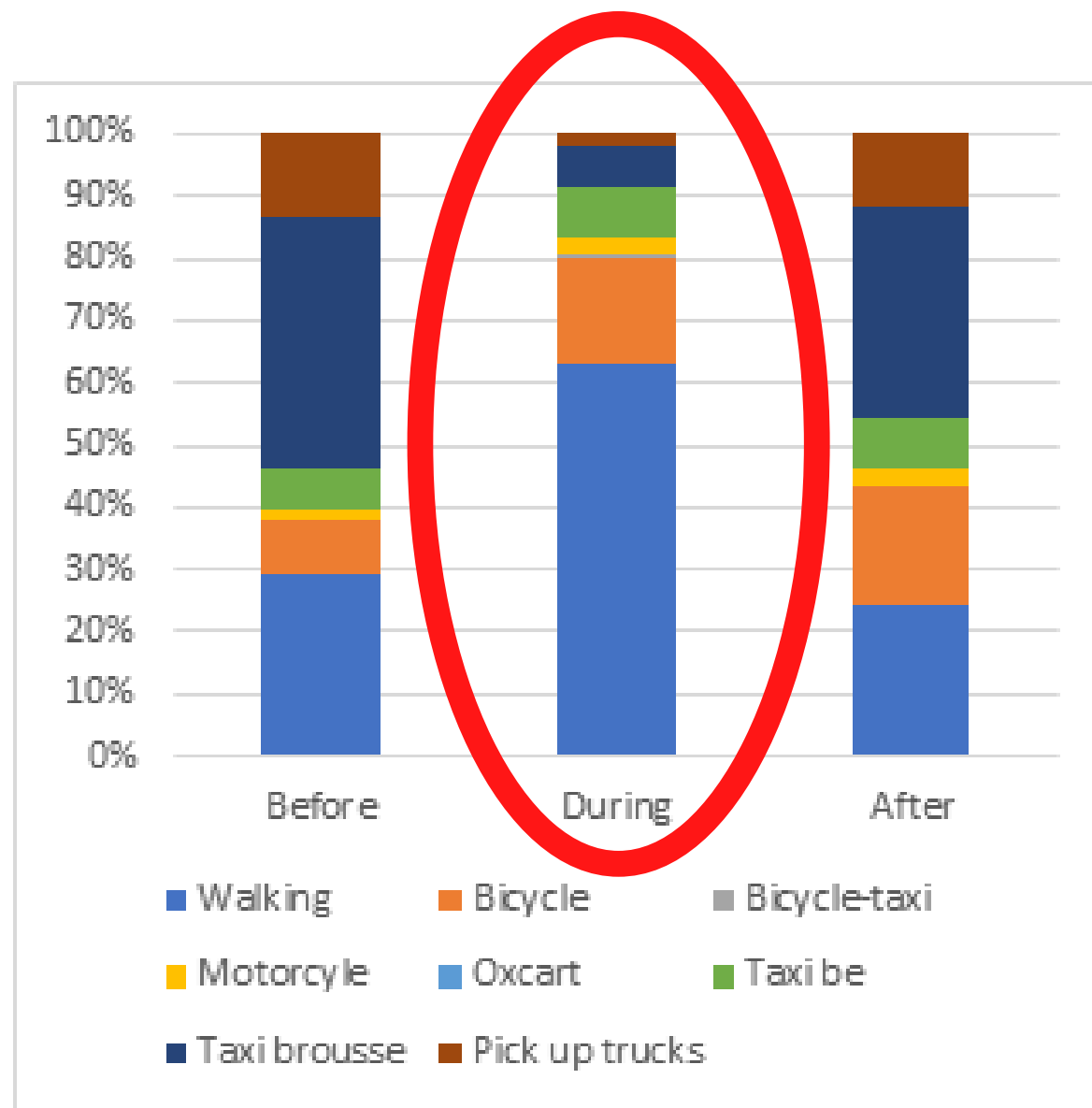
## Men

*Modes of transport used  
before, during and after restrictions*

- Women have less access to private transport
- No option but to walk more and for longer hours, complaints of exhaustion
- After restrictions, women walking more for non-agri activities than before Covid-19
- Some female farmer-traders report that male members of household replaced them in carrying goods to markets (using bicycles)

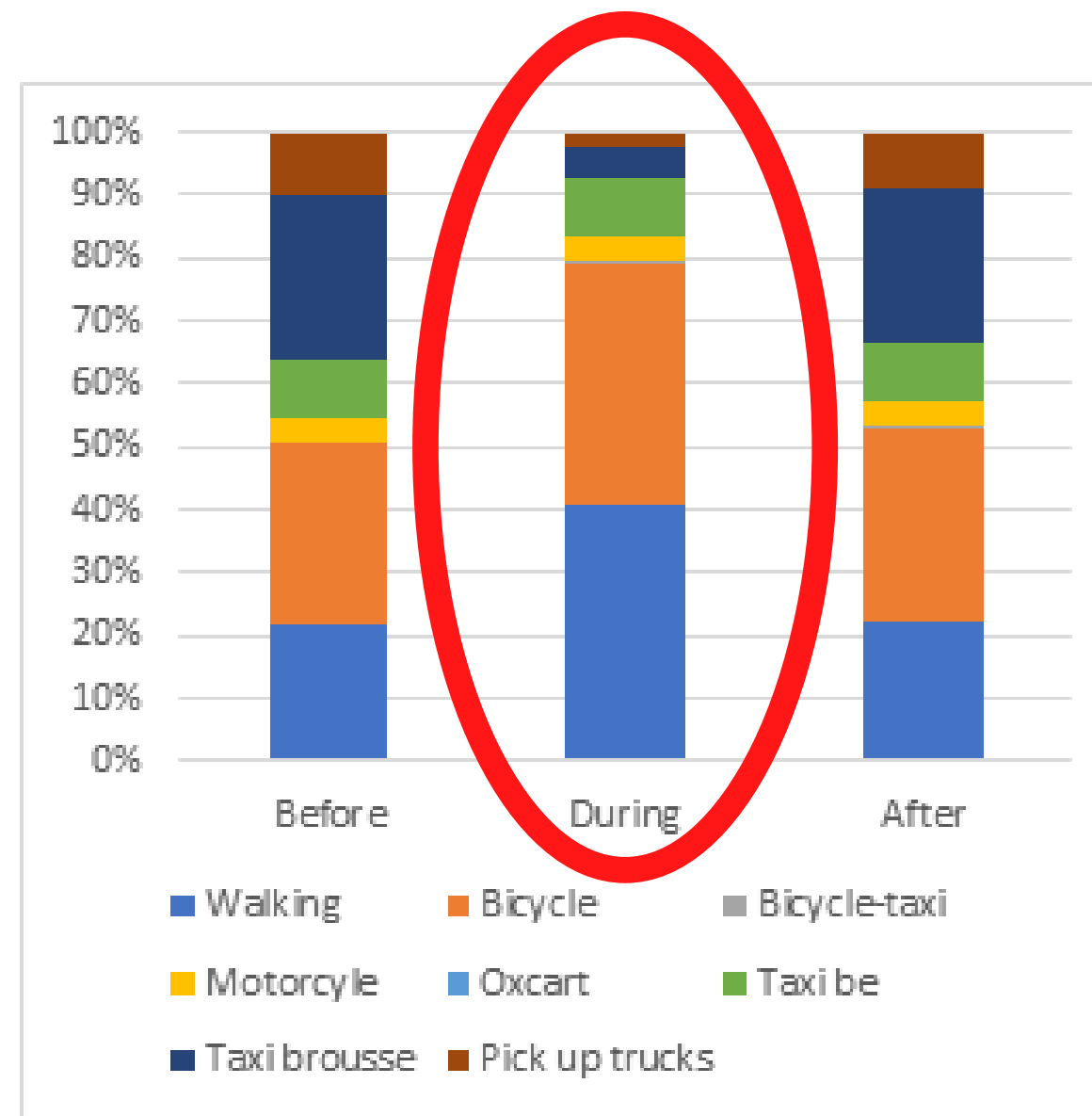


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# Conclusions and policy implications

## NEW COVID-19 RESTRICTIONS

Impact of restrictions on livelihoods is high

In the absence of minibuses, walking is the only option for many

**Restrictions highlighted transport system fragilities**

## BICYCLES AND IMTs

**Bicycles are an important part of the transport system in Antananarivo, but infrastructure not adapted**

Also other IMTs (carts, soon motorcycles and three-wheelers)

Policy reforms and infrastructure improvement must consider this

## STAKEHOLDER DIALOGUE

**Stakeholders are many but many not considered in decision-making processes: users, local government, transport operators, land transport authority, police**

Dialogue and coordination is key for reform

## GENDER INCLUSION

**Negative impacts of absence of public transport are higher on women**

Women have less access to private transport and they feel less safe (being robbed, sexual harassment)

Reform must be gender-sensitive





# Contact

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