

**GENDER ACTION PLAN**

**VIE: Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3 Project**

Duration: 2015 – 2018

Impact: *The public transport system serving six districts of Ha Noi is enhanced.*  
 Outcome: *Proposed Metro Line 3 stations integration with other modes of public transport improved*  
 Outcome indicator: *12% increase in public transport usage in project districts*

<b>Outputs</b>	<b>Gender Actions</b>
<p><b>Output 1:</b> Metro line 3 station access improved</p>	<ul style="list-style-type: none"> <li>• Priority seating, handrails, and waiting spaces for women, elderly, and people with disability in all new bus stops/ shelters.</li> <li>• Safe pedestrian and wheelchair access / walkways to the rail and subway stations and bus stops</li> <li>• Adequate lighting and installation of CCTV around stations/ subways, near exits/entrances, bus stops, taxi and xe-om stands, and pedestrian/ elevated walkways</li> <li>• Ensure subways are clean with clear directions and include restrictions on use by the homeless and others.</li> <li>• Ensure pedestrian friendly traffic management and traffic calming measures, e.g., lights, traffic bumps, traffic police, etc., near all the stations and on feeder bus routes.</li> <li>• Ensure that the above, pedestrian crossings as well as adequate NMT lanes/ walkways are in place, especially near the markets, hospitals, schools/ colleges/ university, the Temple of Literature, the Zoo, and in other areas with high number of pedestrians, including children and women.</li> <li>• All NMT walkways and access roads for people with disability to include barriers for vehicles and restrictions on vendors blocking paths.</li> <li>• Ensure road safety signage for the safety of women and children.</li> <li>• Ensure space allocation for women's shops/vendors to operate in/ around stations 9 and 10.</li> <li>• Ensure 30% of the unskilled workers in civil works jobs as well as amenity improvements including landscaping and landscaping O&amp;M are provided to women.</li> <li>• All construction contracts for civil works include gender-specific core labor standards.</li> <li>• Ensure separate female and male restrooms in station 9.</li> </ul>
<p><b>Output 2:</b> Public transport system improved</p>	<ul style="list-style-type: none"> <li>• Priority seating spaces for women, elderly, and people with disability in all new buses, including spaces for women with child, prams and large packages, and pregnant women.</li> <li>• Installation of "help buttons" and security cameras in all new buses.</li> <li>• Buses to include voice announcements on stops and distance to next stops for easy reference for people with disability.</li> <li>• Ensure that the public transport information system and scheduling is developed based on an analysis of transport patterns/ needs of women and men and provides rail and subway trip schedules linked to the bus service, to support accessibility and facilitate trip planning by different groups of men and women.</li> </ul>

	<ul style="list-style-type: none"> <li>• Ensure real-time traffic information electronic displays to help women and men to plan their waiting time.</li> <li>• Ensure street and footpath management system and surveillance includes safety of pedestrians and street vendors, many of whom are women.</li> </ul>
<b>Output 3:</b> Public transport policy developed	<ul style="list-style-type: none"> <li>• Ensure that all policy and regulations proposed are based on gender analysis and addresses gender dimensions of inter-modal public transport and needs of women and men transport users.</li> <li>• Ensure that multi-modal public transport ticket pricing are integrated in timetable and ticketing systems and that these are affordable for poor men and women.</li> <li>• Consider various modalities to support affordability and increase access, eg., passes to enable travel in multiple segments without paying fares; change fares to reduce cost during off-peak hours; or provide flat rates rather than fares by distance to reduce the burden of cost for the poor living in peripheral area.</li> </ul>

**Implementation Arrangements:** The responsibility for implementing the gender action plan (GAP) lies with the People’s Committee and Urban Transport Project Management Unit (UTPMU). The UTPMU will assign a Gender Focal within the Project Implementation Division (PID) for coordinating the implementation of the GAP. The UTPMU will be responsible for ensuring that all the relevant ToRs of relevant consultants in the Project Consultant team include relevant gender actions related to their scope of work. One national Gender Specialist Consultant will be recruited for 14 person months on an intermittent basis, in the UTPMU responsible for guiding the implementation and monitoring and reporting on the GAP throughout the Project period. UTPMU needs to ensure that the national Gender Specialist Consultant’s workplan is aligned with the key milestones of the project outputs/ activities related to the gender action plan. The Gender focal with support from the Gender Specialist consultant needs to ensure that gender awareness and GAP implementation training is provided for IA staff . All IA female project implementation staff members will be included as participants in capacity development activities relevant to their positions. The national gender consultant will need to ensure that gender-related substantive content is integrated into capacity development activities and communication strategies of the project, whenever appropriate. UTPMU needs to ensure integration of gender indicators in the project M&E system and provide an update/ report on the progress of GAP implementation to ADB on a bi-annual basis.