1. There is not enough public transport – there should be more
Often the buses are very full and women are left behind, after walking all the way to the road. The buses are infrequent, so women have to wait for long before they can board one. Often, buses just don’t turn up. Therefore, pregnant women (6 months or more) and women tending to babies (younger than 6 months) are often not allowed in the buses, even though they need it the most - because their babies may be crushed in a full bus.

2. Buses are expensive - the price should be lower (maybe having more competition may help bring down the price) or subsidized for special groups (like high-school students)
As a result of high bus fares, women often prefer to walk at least one leg of the return journey, and children from rural areas often do not go to high school. In some areas, a group of children jointly rents rooms for the week – but this is not always possible.

3. Prices for public transport are not transparent – they should be published on the bus, and should be applied
Besides fares being high, there is also a lot of haggling by bus conductors over the fare – especially over extra charges for cargo. By having these published on the bus there will be less haggling.
4. The bus design should be reconsidered to make life more convenient for women, especially women travelling with commodities.

A typical bus in Ethiopia consists of a central corridor with seats on either side. This means that women have to squeeze in. In many other countries buses have doors at the sides so women passengers do not need to get in through a corridor, which is more convenient. Besides, having more space on the roof and at the rear of the bus to carry commodities will increase convenience.

5. Insurance for disability and health costs related to traffic accidents should be arranged.

Under the current system, an insurance pay-out (ETB 40,000) is done in case of a fatal traffic accident. There is no coverage for health costs or disability caused by traffic accidents. Such coverage is much needed to help victims cope with traffic accidents.

6. Corrections should be made to Land Records as part of surrender of land to feeder road construction.

If a Community Road or URRAP Road is built, people are expected to contribute the land at no cost. This is a tall order. What makes it harder is that usually no correction is made in the Land Records, as the transferred titles are very small. So the ex-owner keeps on paying tax for the land they no longer use. This should not be the case.

For more information, visit www.metameta.nl