



SPECIAL MOBILITY STRAND

**COMMUNITY BASED DISASTER RISK REDUCTION AND
CLIMATE CHANGE ADAPTATION
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Outline of the presentation

- ***Concepts: Community participation***
- ***Community based DRR and CCA***
- ***Need for community based DRR and CCA***
- ***Characteristics of community based adaptation***
- ***Potential Advantages of having a community based adaptation***
- ***Challenges***
- ***Conclusion***



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Notions attached with the concept of community

Homogeneity and sameness

Emotional attachement to a place or

Identity and culture

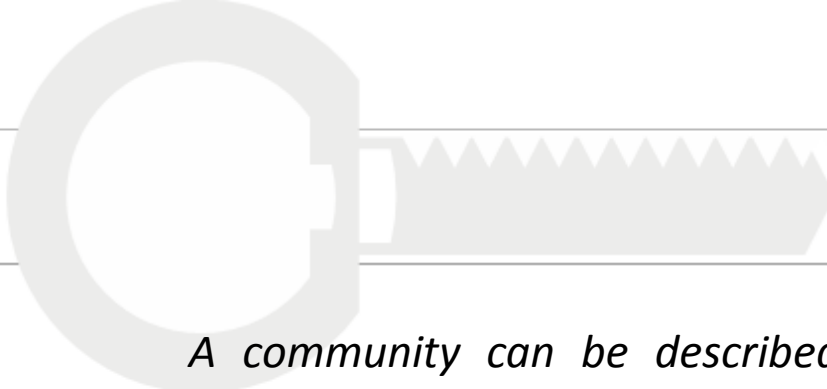
Social networks within the community

Shared location and resources



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*A community can be described as a group of people that recognizes itself or is recognized by outsiders as **sharing common** cultural religious or other social features, background and interests and which forms a collective identity with shared goals*

*many subgroups or communities.
socially controlling
“inequality, exploitation, oppression and
maliciousness are woven into the fabric
of relationships” Cannon 2008*



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The legacy of community development work

Timeline of Approaches to CDD <small>Adapted from Binswanger <i>et al</i> (2010)</small>						Progression of community involvement
1950s→	1960s→	1970s/80s→	1990s→	2000→	2005→	
Centralized De-Centralized						
	Sectoral Technology Led/ "Green Revolution" Irrigation development					Consultation ↓
		Special Area / Target Group Area Development Program (ADP) & Integrated Rural Development Program (IRDP)	Community- Based Development Sector- specific programs Social Funds			Participation ↓
		NGOs and private sector		Community-Driven Development (CDD)		Empowerment

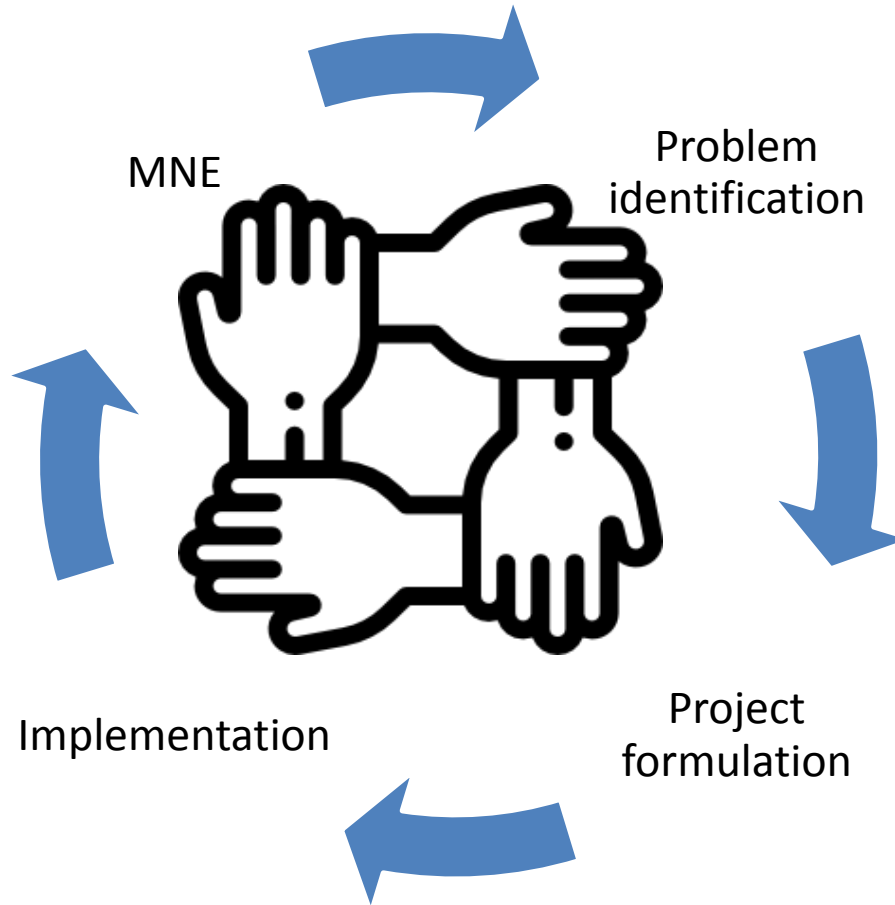
Source: Presentation on Community Driven Development, World Bank, 2013



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Participation



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Participation based on Pretty 1994

Type of Participation	Features
Manipulative Participation	Pretence, with nominated representatives having no legitimacy or power
Passive Participation	Unilateral announcements without listening to people's responses
Participation by Consultation	External agents define problems and information-gathering processes and so control analysis
Participation for Material Incentives	People participate by contributing resources (labour) in return for material incentives
Functional Participation	External agencies encourage participation to meet predetermined objectives
Interactive Participation	People participate (as a right) in joint analysis, development of action plans and formation or strengthening of local institutions
Self-Mobilisation	People take initiatives independently of external institutions to change systems

Source: NORAD report 1/2013 A framework for analysis participation in development



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What is the nature of participation?

Who participates?

Who creates spaces of participation?

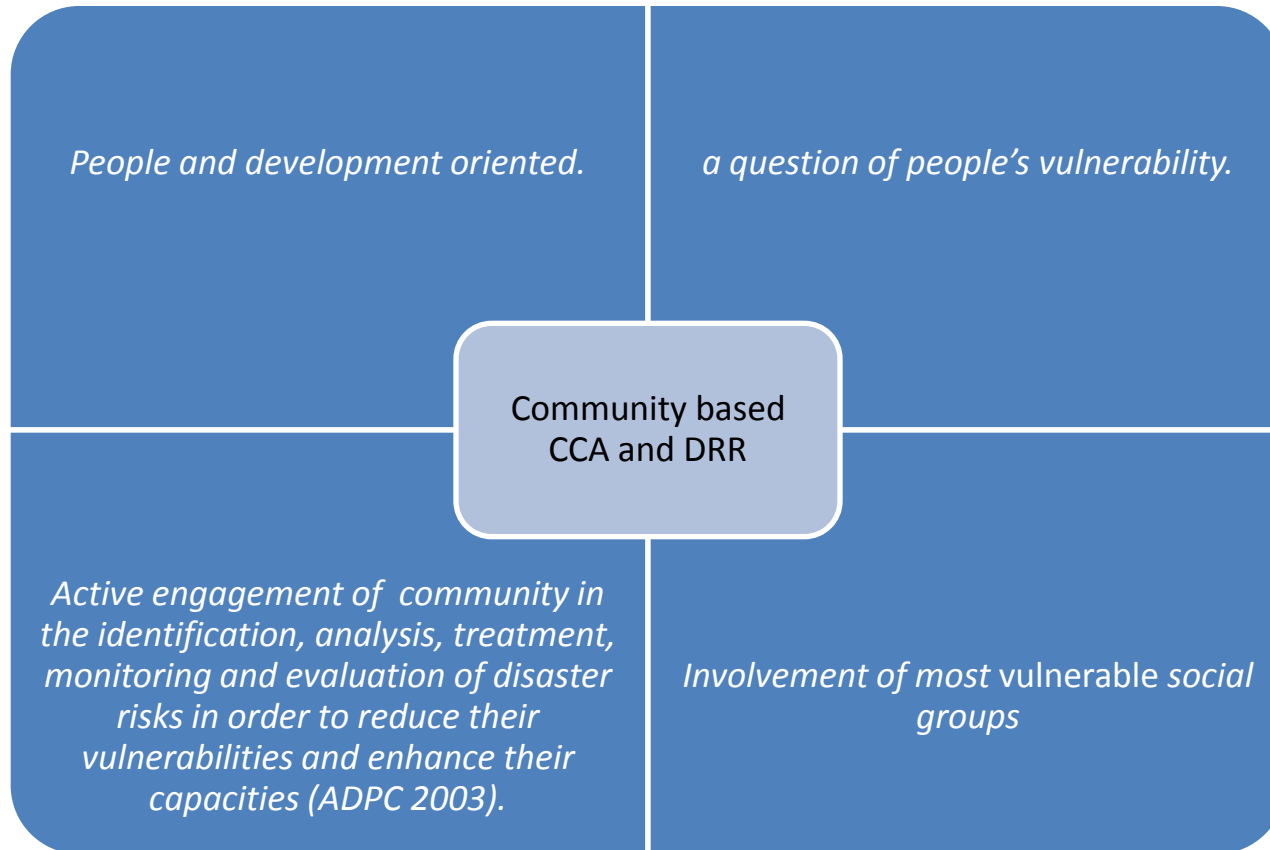
What are the conditions for participation.



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What is a community based DRR or CCA

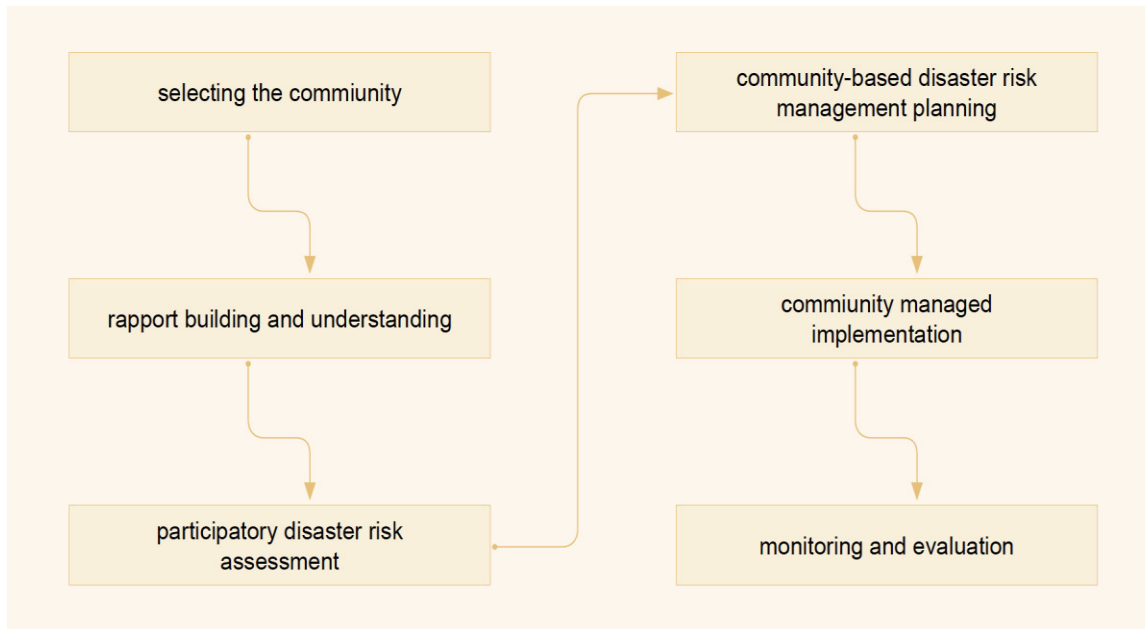


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Example of Community based DRR process



CBDRR approach covers prevention and mitigation, preparedness, emergency response and recovery.

Source: ADPC handbook

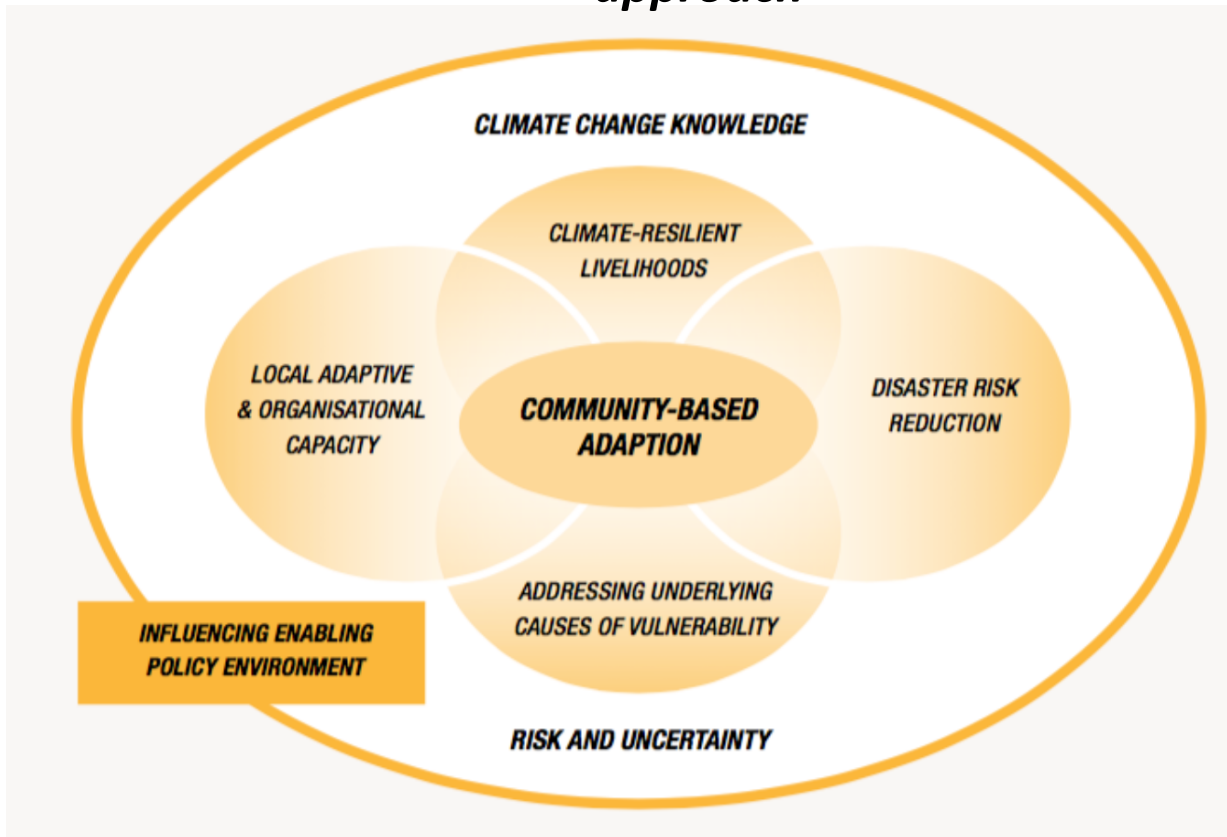


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Example of a Community based climate adaptation approach



- *Create awareness concerning climate issues*
- *Include future climate risks in the project cycle.*

Source: Care International, 2018



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The need for community based approach in Disaster Risk Reduction and Climate change Adaptation

700 thousand people lost their lives, over 1.4 million were injured and approximately 23 million were made homeless as a result of disasters. \$1.3 trillion loss. (Sendai Framework 2015-2030)



Different and unequal impacts

Top 10 risks in terms of **Likelihood**

- 1 Extreme weather events
- 2 Natural disasters
- 3 Cyberattacks
- 4 Data fraud or theft
- 5 Failure of climate-change mitigation and adaptation
- 6 Large-scale involuntary migration
- 7 Man-made environmental disasters
- 8 Terrorist attacks
- 9 Illicit trade
- 10 Asset bubbles in a major economy

Source Global Risk Report, 2018



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Characteristics of Community based Adaptation

strengthen the capacity of local people to adapt



participatory processes involving local stakeholders



- *local level*
- *vulnerable to the impacts of climate change*

Source:(Ayers and Forsyth 2009) :

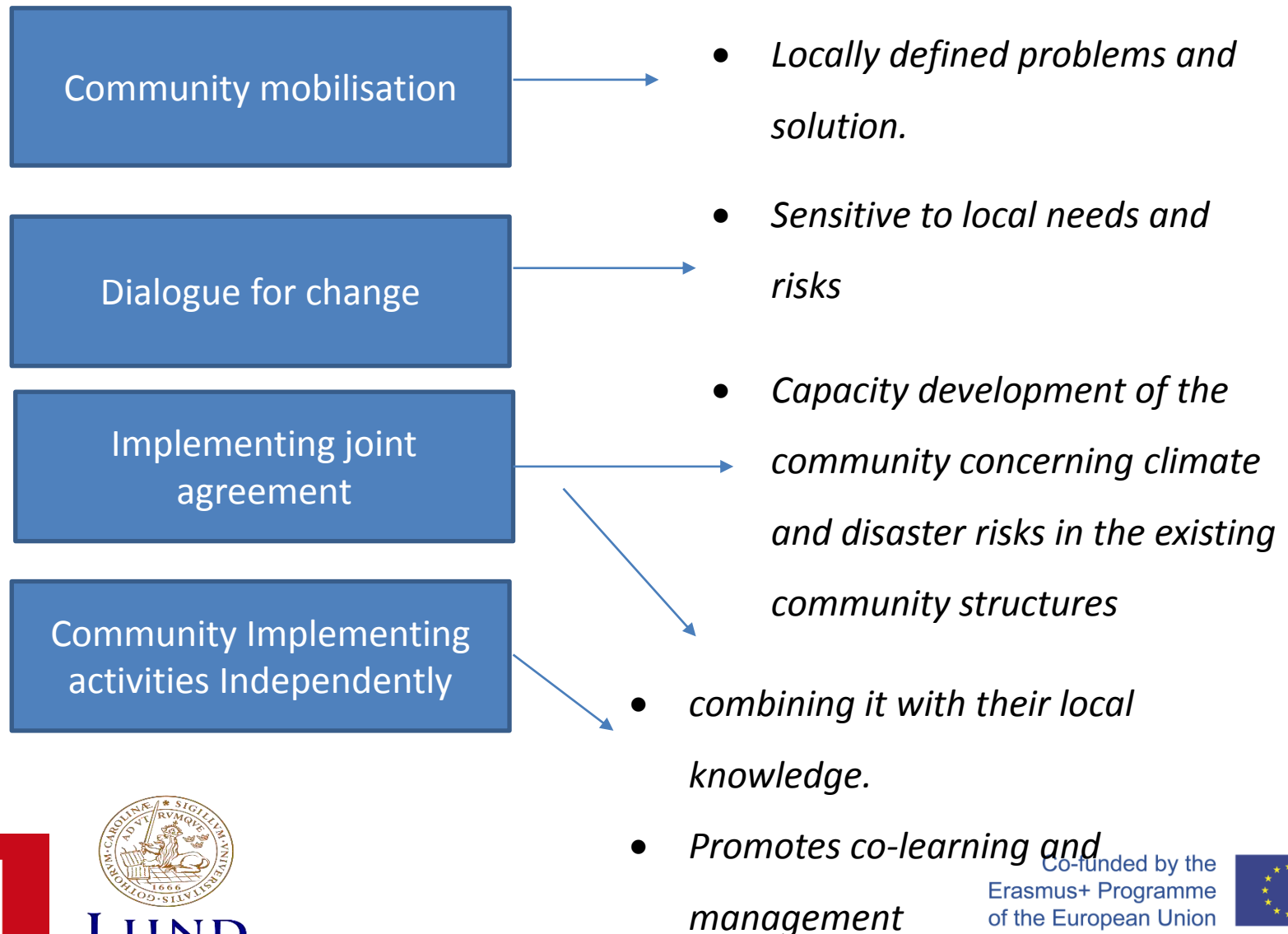


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Potential Advantages of having a community based adaptation (Example from Forum SYD, Sweden)



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- *Promotes co-learning and management*

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Challenges

Community mobilisation

False assumptions about community

Top down approach.

Dialogue for change

Shifting of responsibility.

Implementing joint
agreement

Assuming efforts of people are deficient from the start. e.g. notion of autonomous adaptation

Community Implementing
activities Independently

CBA risks focusing on only one aspect of vulnerability or only one sector and scale.



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Example in an infrastructure project

Gender differences by modal split in the EU-27

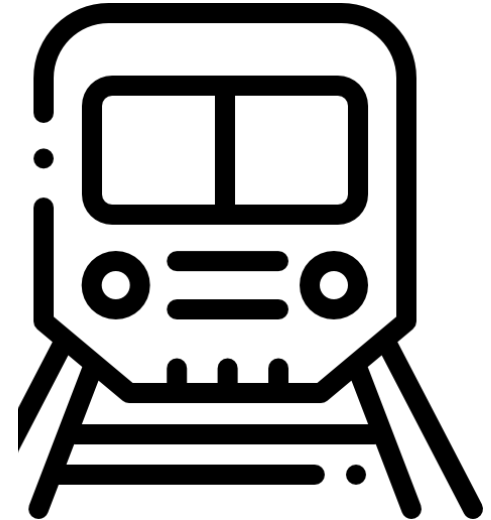
	Car	Public Transport	Walking	Bicycle	Motorcycle	Other
EU 27	51.4	20.6	14.7	8.7	1.8	2.7
Men	57.5	18.0	10.2	8.3	3.3	2.7
Women	45.8	23.1	18.8	9.1	0.5	2.7

Source: Eurobarometer "Attitudes on issues related to EU transport policy", 2007

Gender differences by modal split (value %) in different Member States

Transport mode	Italy, 2011		UK, 2010		Germany, 2008		France, 2008	
	Women	Men	Women	Men	Women	Men	Women	Men
Car	60.6	72.7	37.5	47.2	36.3	49.2	62.8	67
Car as passenger			26.7	17.4	18.8	11.3		
Public transport	16.5	12.7	10.3	9.8	8.8	8.2	8.5	8.1
Foot&Byke	22.9	14.6	23.6	23.2	36.1	31.3	28.1	21.7
Other			1.9	2.4			0.6	3.2
Total	100	100	100	100	100	100	100	100

Source: Isfort, 2011; UK National Travel Survey 2010; Bundesministerium fuer Verkehr, Bau und Stadtentwicklung, 2008; Ministère de l'Écologie, du Développement Durable et de l'Énergie, 2008



Source: EIGE



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Example in an infrastructure project (Irish NDP prog)

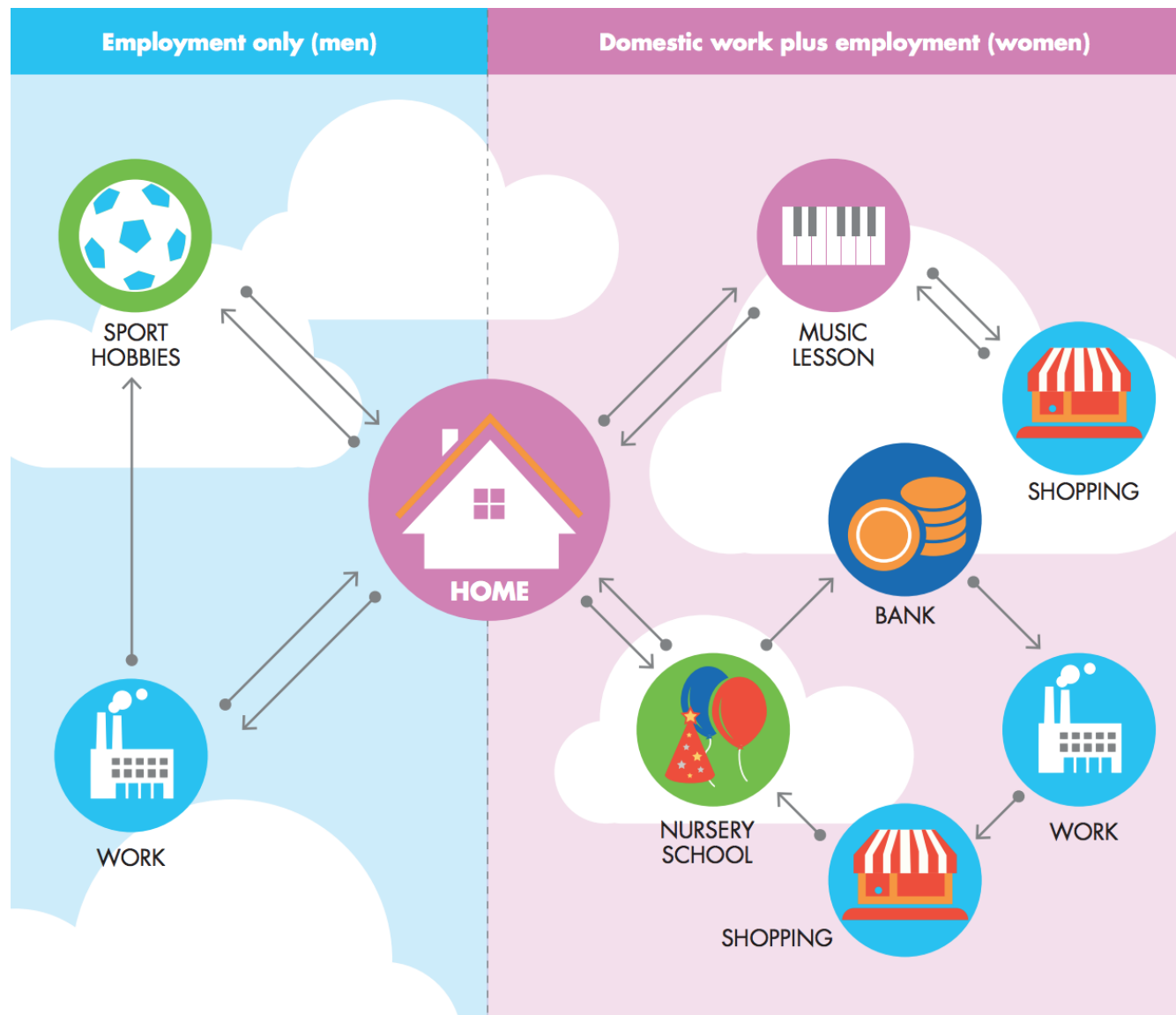
National secondary roads	Widening and realignment	Consideration should be given to the provision of bus stops, cycle paths and pedestrian space, all of which are significant in terms of relative usage between men and women.
▪ Light Rail	New routes	To be useful for everyone, stops need to service facilities such as schools and shops, as well as places of work. For safe and convenient access, carriages need to be low floor, and have adequate space for buggies, bags and bicycles.
Mainline Rail upgrade infrastructure rolling stock and facilities	Railway safety programme	Needs of both male and female passengers at stations and the links between stations and other routes should be taken into account; the provision of subways, rather than bridges with steps, ensures greater access for people with prams and wheelchair users.
Accessibility	Renewal and upgrading programme	Women and men have different needs in terms of facilities, such as toilets and baby-changing facilities. Provision of sufficient and appropriate amenities should be taken into account prior to the design of facilities.



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Source: CIVITAS Project

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Some examples for gender mainstreamed in transport facilities



*Taxi Rosa
Campaign in
Italy*

*Use of GIS to
divide
foothpath
networks e.g. in
Austria*

Check list for Gender
Auditing, UK

Designing spaces that are gender sensitive



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Can you imagine a pregnant women using this?

Physically challenged people using this



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Conclusion

- *Locally shaped problems and solutions.*
- *Crucial factor in directly reducing contextual vulnerabilities.*
- *Caution: ranging from top down approaches to misleading assumptions of the community*
- *Need to Question: Who gets to participate and what context; how this form of participation can help address social vulnerabilities and risks; and non formal adaptation efforts are accepted.*



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