

# Gender Mainstreaming in Planning and Implementation of Farm-to-Market Road in Pili, Camarines Sur

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**Abstract**— This study determined the status of gender mainstreaming in planning and implementation on the farm-to-market road (FMR) of the six barangays in Pili, Camarines Sur. It utilized qualitative and quantitative data analysis on the research questions. Specifically, it determines the number and percentage of involvement or participation of women and men farmers in the conceptualization and design of FMRs, determines the employment generated by the FMRs, the number, and percentage of farmers who were employed during the construction phase of FMRs, farmers who have access to FMRs and determine the effect of FMRs to the time use and gender roles of female and male farmers.

The results showed that in the involvement or participation of women and men farmers in the conceptualization and design of farm-to-market roads, the data from 276 male respondents, 34 or 12.32% partly participated, 47 or 17.03% fully participated. In contrast, 195, or 70.65%, do not have any participation. Of the 202 female respondents, 25, or 12.44%, partly participated, 40, or 19.90%, fully participated, and 137, or 67.82%, did not participate. The FMR's employees are mixers of cement, gravel, and sand, sand and gravel collector workers, water fetcher, and Road constructor. There are no female workers employed in the jobs generated by the FMRs. The farm-to-market roads accessed by men and women give ease for having public transport services. The farm-to-market roads give a significant time difference or time saved compared to the absence of the farm-to-market roads. The male and female farmers used this difference or time saved for production, Reproduction, and community engagement.

**Index Terms**— Gender and Development, Gender Mainstreaming, Farm-to-Market Road, Mix-method, Philippines

## INTRODUCTION

Gender Mainstreaming is the strategy for making women's and men's concerns and experiences an integral dimension of the design, implementation, monitoring, and evaluation of policies and programs in all social and political, civil, and economic spheres so that women and men benefit equally and that inequality is not perpetuated (PCW-NEDA-DBM Joint Circular No. 201-01, 2013). In other words, this is where the equality of all the members of the society comes in, addressing the needs, particularly of the most vulnerable ones, e.g., women, children, elderly, and physically challenged persons. These needs are strictly observed and given consideration even from the start of the planning until the evaluation stage of each Project, Program, or Activity (PPAs). It assures that men will benefit from the PPAs of the agencies and that the other gender will get the same. Hence, both will get the equitable advantage of it.

In the Philippines, Gender Mainstreaming has become a requirement for all government agencies, including the Local Government Units (LGUs). The government has mandated each agency to allocate at least five percent (5%) of their total budget appropriations to achieve Gender Mainstreaming (PCW-NEDA-DBM JC #2012-01). Gender Mainstreaming is monitored by the Philippine Commission on Women (PCW) and evaluated by the Commission on Audit (COA) at every end of the Fiscal Year. Both agencies determine the use of allocation in addressing gender issues. In addition to this, Executive Order No. 273 (Approving and Adopting the Philippine Plan for Gender-Responsive Development [PPGD 1995-2025]) has also mandated agencies to incorporate and reflect Gender and Development (GAD) concerns in the agency performance commitment contracts,

annual budget proposals, and Work and Financial Plan.

Relative to this, the construction of farm-to-market roads (FMRs), as stated in Republic Act 9710 and Republic Act No.8435, is now a requirement for all Local Government Units. Farm to Market Roads (FMRs) has also been one of the Major Final Outputs of the Department of Agriculture (DA). Nevertheless, these have to be gender-responsive and gender-sensitive roads. Gender mainstreaming in FMRs is critical in ensuring the project's success and sustainability (World Bank, 2008, cited by ADBG, 2009). This study will examine the status of gender mainstreaming of the FMRs in Pili, Camarines Sur. This study will determine the status of gender mainstreaming in the FMRs of the six (6) barangays in terms of the number and percentage of involvement or participation of women and men farmers in the conceptualization and design of FMRs, determine the employment generated by the FMRs, number, and percentage of farmers who were employed during the construction phase of FMRs, farmers who have access to FMRs, and determine the effect of FMRs to the time use and gender roles of female and male farmers.

## METHODOLOGY

This study used Qualitative and Quantitative Data Analysis or the Mixed Method. The research instruments used in this study are Survey Questionnaire and Interview, which were validated by Gender and Development (GAD) experts. The instruments were translated into the Bicol dialect. They were discussed with the women and men farmers by the enumerator to make sure that the respondents understood every item in the Survey and Interview Questionnaires. The survey questionnaire has the following parts: (I) the status of gender Mainstreaming in the FMRs in the six (6)

barangays in terms of (a) the Number and percentage of involvement or participation of women and men farmers in the conceptualization and design of FMRs, (b) Employment/job generated by the FMRs, and number and percentage of farmers who were employed during the construction phase of FMRs, (c) farmers who have access to FMRs, and (d) effect of FMRs to the time use and gender roles of female and male farmers; (2) Benefits of the FMRs to the community beneficiaries; and (3) Challenges or gender issues faced by the community beneficiaries on the utilization of FMRs.

Also, the interview question guides are composed of follow-up questions to the answers to the survey questionnaires. These instruments generally assessed the status of gender mainstreaming of FMRs. This study will assess whether the fulfillment of women's rights, the promotion of gender equality, and

the improvement of the lives of both women and men (Yao & Recto, 2010) in the FMRs are met.

## RESULTS AND DISCUSSION

### Status of Gender Mainstreaming in the Farm-to-Market Roads (FMR)

Below is the status of Gender Mainstreaming in the FMRs of the six (6) barangays in terms of the number and percentage of involvement or participation of women and men farmers in the conceptualization and design of FMR.

**Table 1: Frequency and Percentage of Participation of Female and Male Farmers in the Conceptualization and Design of FMR**

Barangay	Respondents												Total	
	No				Partly Yes				Yes				Total	
	F	%	M	%	F	%	M	%	F	%	M	%	F	M
Upper														
Curry	30	78.95	37	77.08	5	13.16	3	6.25	3	7.89	8	16.67	38	48
Sto Nino	16	84.21	28	87.5	1	5.26	2	6.25	2	10.53	2	6.25	19	32
Tinangis	21	95.45	23	95.83	0		1	4.17	1	4.55	0		22	24
Cadlan	35	64.81	37	56.06	4	7.41	14	21.21	15	27.78	15	22.73	54	66
Sagurong	16	37.21	25	53.19	1	30.23	6	12.77	14	32.56	15	31.91	43	47
San Jose	18	72	45	75	2	8	8	13.33	5	20	7	11.67	25	60
<b>Total</b>			195	70.65%			34	12.32%			47	17.03%		276
<b>Male</b>														
<b>Total</b>	137	67.82%			25	12.44			40	19.90%				202
<b>Female</b>						%								
<b>TOTAL</b>														478

Table 1.a showed that in the upper barangays – particularly in Brgy. Curry, 30 out of 38 or 78.95% female are farmers, and 37 out of 48 or 77.08% male farmers said no or they did not participate in the project identification; 5 or 13.16% female farmers, and 3 or 6.25 % male farmers said partly yes, or their inputs and suggestions have been sought but not considered at all in designing facilities and project activities, and 3 out of 38 or 7.89% of the female farmers, and 8 or 16.67% of the male farmers said yes or they participated in project identification.

In Brgy. Sto. Niño, 16 out of 19 or 84.21% are female farmers; 28 out of 32 or 87.5% of male farmers said no; 1 or 5.26% of female farmers and 2 or 6.25% of male farmers said partly yes, and 2 or 10.53% female farmers and 2 or 6.25% male farmers said yes. In Barangay Tinangis, 21 out of 22 or 95.45% of female farmers, 23 out of 24 or 95.83% of male farmers said no; 1 or 4.17% of male farmers said partly yes, and 1 or 4.55% of female farmers said yes.

On the other hand, in the lower barangays -specifically in Brgy. Cadlan, 35 out of 54 or 64.81% of the female farmers, and 37 out of 66 or 56.06% of the male farmers said no; 4 or 7.41% of the female farmers and 14 or 21.21% of the male farmers said partly yes, and 15 or 27.78% of the female farmers and 15 or 22.73% of the male farmers said yes. In Barangay Sagurong, 16 out of 43 or 37.21% of the female farmers, and 25 out of 47 or 53.19% said no; 13 or 30.23% of the female farmers and 6 or 12.77% of the male farmers said partly yes, and 14 or 32.56% of the female farmers and 15 or 22.73% of the male farmers said yes. Lastly, in Barangay San Jose,

18 out of 25 or 72% of female farmers, and 45 out of 60 or 75% of the male farmers said no; 2 or 8% of female farmers and 8 or 13.33% of male farmers said partly yes, and 5 or 20% of the female farmers, and 7 or 11.67% of the male farmers said yes.

From the result, it can be noted that the majority of the female and male farmers in the upper and lower barangays were not involved in the conceptualization and designing of the Farm to Market Roads (FMRs) as represented by the following numbers and percentages: in Brgy. Curry, 30 out of 38 or 78.95% female farmers, and 37 out of 48 or 77.08% male farmers; in Brgy. Sto. Niño, 16 out of 19 or 84.21% of female farmers, and 28 out of 32 or 87.5% of male farmers; in Barangay Tinangis, 21 out of 22 or 95.45% of female farmers, and 23 out of 24 or 95.83% male farmers; in Brgy. Cadlan, 35 out of 54 or 64.81% of the female farmers, and 37 out of 66 or 56.06% of the male farmers; in Barangay Sagurong, 16 out of 43 or 37.21% of the female farmers, and 25 out of 47 or 53.19%; and in Barangay San Jose, 18 out of 25 or 72% of female farmers, and 45 out of 60 or 75% of the male farmers.

Based on the interview, most farmers said they were unaware of the stakeholders' meeting consultation. They said that nobody invited them for a stakeholders' meeting, or even informally, no one consulted them about the problems and issues prior to the establishment of the FMRs. Their inputs, such as the FMRs' design, location, and operation, were also not sought. They also commented that the officers and some members of the farmers' associations were the ones who were always knowledgeable about the conduct of

stakeholders' consultation meetings. It is important to note that all the farmers must be given the right to be informed of stakeholders' meetings so they can voice their concerns; after all, they are the end users of the FMRs.

This finding would mean that the needs and concerns regarding the establishment of Farm to Market Roads of most female and male farmers in the upper and lower barangays of Pili were not heard and not considered. With this, there is a possibility that the facility does not address all the needs of the farmers.

However, based on this result, some female and male farmers were aware of the stakeholders' consultation but intentionally did not participate or involve themselves because of the following: On the part of the female: (1) they preferred to work in the farm rather than to attend the meeting because according to them they need to earn more money (2) they must attend to their children, especially if the children are still schooling and (3) they have other important things to do, such as household chores, going to market, cook their meals, etc. On the other hand, on the part of the male

farmers said that (1) they must use their time in alternative jobs, such as working in construction, part-time tricycle driver, and motorcycle (habal-habal) driver, because according to them, earning money is more important than attending meetings.

From this result, it can be noticed that there are some challenges in implementing the Gender Mainstreaming of FMRs. One of these is the involvement and participation of both genders in the conceptualization and design. From this study, it can be concluded that this element is not well implemented for the reasons stated above.

### Employment/Job Generated by the Farm to Market Roads

Table 2 below shows the Employment/job generated by the FMRs, and the number and percentage of farmers who were employed during the construction phase of FMRs

**Table 2: Employment generated by the FMR during the construction phase**

Barangay		Employment/ Job																				Total
		Mixer of Cement, gravel and sand				Sand and gravel collector				Water Fetcher				Road constructor								
	F	M	F	%	M	%	F	%	M	%	F	%	M	%	F	%	M	%	F	%	M	%
Curry	38	48	0	0	3	6.25	0	0	5	10.4	0	0	2	4.17	0	0	2	4.17	0	0	12	25
Sto. Nino	19	32	0	0	2	6.25	0	0	2	6.25	0	0	1	3.13	0	0	1	3.13	0	0	6	18.75
Tinangis	22	24	0	0	2	8.33	0	0	1	4.17	0	0	3	12.5	0	0	1	4.17	0	0	7	29.17
Cadlan	54	66	0	0	1	1.52	0	0	2	3.03	0	0	4	6.06	0	0	3	4.55	0	0	10	15.16
Sagurong	43	47	0	0	2	4.26	0	0	2	4.26	0	0	2	4.26	0	0	1	2.13	0	0	7	14.91
San Jose	25	60	0	0	1	1.67	0	0	1	1.67	0	0	3	5	0	0	1	1.67	0	0	6	10.01
Total:					11				13				15				9					

As gleaned in Table 2, it showed that in the upper barangays, in Barangay Curry, 3 out of 48 or 6.25% of male farmers were employed as mixers of Cement, gravel and sand; 5 or 10.41% as sand and gravel collectors; 2 or 4.17% as water fetchers; and 2 or 4.17% as road constructors. In total, 12 or 25% were employed during the construction phase of FMR. In Barangay Sto. Niño, 2 out of 32 or 6.25% of male farmers were employed as mixers of Cement, gravel, and sand; 2 or 6.25% as sand and gravel collectors; 1 or 3.13% as water fetcher; and 1 or 3.13% as road constructor. In total, 6, or 18.75%, were employed during the construction phase of FMR. In Barangay Tinangis, 2 out of 24 or 8.33% of male farmers were employed as mixers of Cement, gravel, and sand; 1 or 4.17% as sand and gravel collector; 3 or 12.5% as water fetchers; and 1 or 4.17% as road constructor. In total, 7 or 29.17% was employed during the construction phase of FMR.

On the other hand, in the lower barangays, in Barangay Cadlan, 1 out of 66, or 1.52%, was employed as a mixer of Cement, gravel, and sand; 2 or 3.03% as sand and gravel collector; 4 or 6.06% as water fetchers; and 3 or 4.55% as road constructors. In total, 10 or 15.16% were employed during the construction phase of FMR. In Barangay Sagurong, 2 out of 47 or 4.26% of male farmers were employed as mixers of Cement, gravel, and sand; 2 or 4.26% as sand and gravel collectors; 2 or 4.26% as water fetchers; and 1 or 2.13% as road constructor. In total, 7 or 14.91% was employed during the construction phase of FMR. Furthermore, in Barangay San Jose, 1

out of 60 or 1.67% of the male farmer was employed as a mixer of Cement, gravel, and sand; 1 or 1.67% as a sand and gravel collector; 3 or 5% as water fetcher; and 1 or 1.67% as road constructor. In total, 6 or 10.01% was employed during the construction phase of FMR.

It can be noted from the result that there were very few who were employed part-time during the construction phase of the FMRs. All of them are male farmers. Their jobs are a mixer of Cement, gravel, and sand, sand and gravel collector, water fetcher, and road constructor/ laborer as alternative employments or temporary jobs while they are waiting for the harvest season, which is 3-4 months. According to them, the job was just temporary. They were hired to fill out the insufficient number of workers of the contractor. During the interview, most males said nobody offered to work on the FMR construction. Although they said they were also interested in finding an alternative job, no offer reached them. From what they observed, a group of construction workers already came to their barangays to work for FMRs.

Meanwhile, it is notable that there were no females employed during the time of construction. Based on the interview, the reasons are the following: (1) there were no offers or opportunities for them to join the labor force of the FMR construction, (2) If in case there were offers, their husband or parents would not permit them to do a construction job, (3) however, if in case there is an offer they said that they could not accept it because they also have lots of household chores at home, including the

rearing of their children, (4) some said that they are also farming, (3) other female farmers said that they are old already and they are not anymore fit to do some construction job, while (4) some of them said that working in the construction of FMR is a very tough job, and they cannot do it because they are female. These findings will mean that the people in the barangays, and even the females nowadays, are still boxed in the stereotype that they must not be given non-traditional tasks, such as those on the construction site. They believe that working in the construction of FMR is still a man's job.

### Women and Men Farmers Access to Farm to Market Roads

Table 3 below discloses the Farmers' Access to Farm to Market Roads. It can be gleaned from the table that in the upper and lower barangays, most of the community beneficiaries' residences are near Farm to Market Roads, and most incurred no cost in bringing their produce to FMR and in bringing produce to wholesalers.

**Table 3: Farmers' Access to Farm to Market Roads**

Barangay	Access to Farm to Market Roads																Total
	Near to residence (No cost to get to FMR)				Less Cost to bring the produce to Market				Less cost to bring the produce to Whole Salers through FMR				Easy to get public transport services in FMR				
	F	%	M	%	F	%	M	%	F	%	M	%	F	%	M	%	
Curry	30	78.94	38	79.16	25	65.78	35	72.91	22	57.89	33	68.75	5	13.15	9	18.75	86
Sto Nino	15	78.94	27	64.28	15	78.94	25	78.13	14	73.68	21	65.63	4	21.05	5	15.63	51
Tinangis	18	81.81	20	83.33	19	86.36	18	75	17	89.47	15	62.5	3	13.63	6	25	46
Cadlan	45	83.33	50	75.75	40	74.07	48	72.72	41	75.92	43	66.15	6	11.11	8	12..12	120
Sagurong	16	37.21	18	38.29	18	41.86	22	46.80	15	44.11	21	44.68	11	25.58	9	19.56	90
San Jose	3	12.00	5	8.33%	4	16%	4	6.66%	3	12.00	5	8.33%	3	12.00	3	5.00	85
TOTAL																	478

This includes Barangay Curry, where the majority of the residents of the respondents are near the Farm to Market Roads, this is represented by 30 out of 38 or 78.94% of the female farmers and 38 out of 48 or 79.16% of the male farmers. They also disclosed that most of them have less cost incurred in bringing their produce to market; this is represented by 25 out of 38 or 65.78% of the female farmers and 35 out of 48 or 72.91% of the male farmers. Also, most of them have less cost incurred in bringing their produce to the wholesalers; this is represented by 22 out of 38 or 57.89% of the female farmers and 33 out of 48 or 68.75% of the male farmers.

In Barangay Sto. Niño, the majority of the residence of the respondents are near the Farm to Market Roads; this is represented by 15 out of 19 or 78.94% of the female farmers, and 27 out of 32 or 64.38% of the male farmers. It was disclosed that most of them have less cost incurred in bringing their produce to market; this is represented by 15 out of 19 or 78.94% of the female farmers and 25 out of 32 or 78.13% of the male farmers. It was also found that most of them have less cost incurred in bringing their produce to the wholesalers; this is represented by 14 out of 19 or 73.68% of the female and 21 out of 32 or 65.63% of the male farmers.

In Barangay Tinangis, most of the respondents' residence is near the Farm to Market Roads; this is represented by 18 out of 22 or 81.81% of the female farmers, and 20 out of 24 or 83.33% of the male farmers. It was disclosed that most of them have less cost incurred in bringing their produce to market; this is represented by 19 out of 22 or 86.36% of the female farmers, and 18 out of 24 or 75% of the male farmers. It was also found that most of them have less cost incurred in bringing their produce to the wholesalers; this is represented by 17 out of 19 or 89.47% of the female farmers and 15 out of 24 or 62.5% of the male farmers.

In Barangay Cadlan, most of the respondents' residence is near the Farm to Market Roads; this is represented by 45 out of 54 or 83.33% of the female farmers and 50 out of 66 or 75.75% of the male farmers. It was disclosed that the majority of them have less cost incurred in bringing their produce to market; this is represented

by 40 out of 54 or 74.07% of the female farmers and 48 out of 66 or 72.72% of the male farmers. It was also found that most of them have less cost incurred in bringing their produce to the wholesalers; this is represented by 41 out of 54 or 75.92% of the female farmers and 43 out of 66 or 66.15% of the male farmers.

In Barangay San Jose, majority of the residence of the respondents disclosed that their residents are not near Farm to Market Roads. This is represented by very few respondents that said that they are near, which is only 3 out of 25 or 12% of the female farmers, and 5 out of 60 or 8.33% of the male farmers. It was also revealed that few of them said they have less cost incurred in bringing their produce to market; this is represented by 4 out of 25 or 16% of the female farmers, and 4 out of 60 or 6.66% of the male farmers. It was also found that few of them have less cost incurred in bringing their produce to the wholesalers; this is represented by 3 out of 25 or 12% of the female farmers, and 5 out of 60 or 8.33% of the male farmers. Moreover, only 3 out of 25 or 12% female farmers, and 3 out of 60 or 5%, said that it is easy to get public transport services in FMRs.

Meanwhile, in Barangay Sagurong, below 50% of the respondents said that their residence is near the Farm to Market Roads; this is represented by 16 out of 43 or 37.21% of the female farmers, and 18 out of 46 or 38.29% of the male farmers. It was also disclosed that few of them have said that less cost is incurred in bringing their produce to market; this is represented by 18 out of 43 or 41.86% of the female farmers and 22 out of 46 or 46.80% of the male farmers. It was also found that few of them said that less cost is incurred in bringing their produce to the wholesalers; this is represented by 15 out of 34 or 44.11% of the female farmers and 21 out of 46 or 44.68% of the male farmers.

These results showed that the location of FMRs gave enough access to both female and male farmers. Because of the location of the FMRs, it is easier and faster for them to prepare their produce to be transported to market and some wholesalers. Besides



that, this also saved their money because when there was no FMR, they hired people to carry and bring their produce to market.

However, it can be noted that most of the respondents from six (6) barangays have no easy access to get public transport services in FMRs. This is revealed in the following figures: In Barangay Curry, there are only 5 out of 38 or 13.15% female farmers and 9 out of 48 or 18.75% male farmers; in Barangay Sto. Niño, there are only 4 out of 19 or 21.05% female farmers, and 5 out of 32 or 15.63% of male farmers; in Barangay Tinangis, there are only 3 out of 22 or 13.63% of female farmers, and 6 out of 24 or 25% of male farmers; in Barangay Cadlan, there are only 6 out of 54 or 11.11% of female farmers, and 8 out of 66 or 12.12% of male farmers; In Barangay Sagurong, there are only 11 out of 43 or 25.58% of female farmers, and 9 out of 46 or 19.56% of male farmers. In Barangay San Jose, only 10 out of 25 or 40% of female farmers and 13 out of 60 or 21.67% of male farmers have easy access to public transport in FMR.

Based on the interview with the farmers in Barangays Curry, Sto. Niño, Tinangis, Cadlan, and Sagurong said that the road is not a problem. What they need is public transportation that will

bring their produce to market through the FMR. Most of them said that they could not afford to buy vehicles. Moreover, renting a vehicle will cost them a large amount of money they cannot afford. The renting of vehicles (usually habal-habal or door-to-door motorcycles) may also be almost equivalent to their sales.

On the other hand, in Barangay Cadlan, most of the farmers are far from FMRs. They said they pay Php 10.00-30.00 per sack of rice/vegetables to bring to FMR. According to them, this is an additional financial burden to them. They also added that in some instances, to save money, they let their children carry the sacks from the field to FMR.

### Effect of Farm-to-Market Roads on the Time Use and Gender Roles of Female and Male Farmers

Below is Table 4, which shows the time used by the farmers in traveling their produce through the Farm-to-Market Road, while Table 5 shows the time used when their travel by foot.

**Table 4: Time Use of the Farmers with FMRs**

Barangay	Travel Time to/from Market of the Farmers (through FMR)						Total Respondents
	15-30 mins	30 -45 mins	45 mins -1 hr	1 hr and 15 mins			
Curry	66	20					86
Sto Nino		33	18				51
Tinangis		38	5	3			46
Cadlan	97	23					120
Sagurong	84	6					90
San Jose	72	13					85

In the upper barangays, in Barangay Curry, 66 out of 86 of the farmers said that time used in bringing their produce to market through FMR is 15 to 30 minutes, while 20 of them said 30 to 45 minutes; in Barangay Sto. Niño, 33 out of 51 said 30 to 45 minutes, while 18 of them said 45 minutes to 1 hour; and in Barangay Tinangis, 38 out of 46 said 30 to 45 minutes, while 5 of them said 45 minutes to 1 hour, and 3 of them said 1 hour and 15 minutes.

On the other hand, in the lower barangays, in Barangay Cadlan, 97 out of 120 of the farmers said that the time used in bringing their produce to market through FMR is 15 to 30 minutes, while 23 of them said 30 to 45 minutes; in Barangay Sagurong, 84 out of 90 said 15 to 30 minutes, while 6 of them said 30 to 45 minutes; and in Barangay San Jose, 72 out of 85 said 15 to 30 minutes, while 13 of them said 30 to 45 minutes. Meanwhile, Table 5 revealed the time used by the farmers when traveling by foot when there was no FMR yet.

**Table 5: Time Use of the Farmers without the FMRs**

Barangay	Travel Time to/from Market of Farmers (by Foot)												Total Respondents
	1 hr and 30 mins	1 hr and 45 mins	2 hr s and 15 mins	2 hrs and 30 mins	2 hrs and 45 mins	3 hrs	3 hrs and 15 mins	3 hrs and 30 mins	3 hrs and 45 mins	4 hrs	4 hrs and 15 mins	4 hrs and 30 mins	
Curry	-	-	-	-	-	-	-	-	-	63	23	-	86
Sto Nino	-	-	-	-	-	-	-	-	-	-	7	44	51
Tinangis	-	-	-	-	-	-	31	15	-	-	-	-	46
Cadlan	88	32	-	-	-	-	-	-	-	-	-	-	120
Sagurong	69	21	-	-	-	-	-	-	-	-	-	-	90
San Jose	-	-	-	72	13	-	-	-	-	-	-	-	85

In the upper barangays, in Barangay Curry, 63 out of 86 of the farmers said that the time used in bringing their produce to market by foot is 4 hours, while 23 of them said 4 hours and 15 minutes; In Barangay Sto. Niño, 44 out of 51 said 4 hours and 30 minutes, while 7 of them said 4 hours and 15 minutes; in Barangay Tinangis, 31 out

of 46 said 3 hours and 15 minutes, while 15 of them said 3 hours and 30 minutes.

On the other hand, in Barangay Cadlan, 88 out of 120 of the farmers said that time used in bringing their produce to market by foot is 1 hour and 30 minutes, while 32 of them said 1 hour and 45 minutes; in Barangay Sagurong, 69 out of 90 said 1 hour and 30 minutes, while 21 of them said 1 hour and 45 minutes; and in

Barangay San Jose, 72 Out of 85 said 2 hours and 30 minutes, while 13 of them said 2 hours and 45 minutes. Table 6 shows the time difference between travel through FMR and travel by foot

**Table 6: Time Difference between Travel by FMR and Travel by Foot**

Barangay	Time Used through FMR	Time Used by Foot	Time Difference/ Saved
Curry	15 to 30 minutes	4 hours	3 hours and 30 minutes
Sto. Niño	30 to 45 minutes	4 hours and 30 minutes	3 hours and 15 minutes
Tinangis	30 to 45 minutes	3 hours and 15 minutes	2 hours and 30 minutes
Cadlan	15-30 minutes	1 hour and 30 minutes	1 hour
Sagurong	15-30 minutes	1 hour and 30 minutes	1 hour
San Jose	15-30 minutes	2 hours and 30 minutes	2 hours

It can be noted that through the Farm to Market Roads, the time used by the farmers in bringing to and from the market of their produce have saved them with time as shown in Table 5.

In the upper Barangays, particularly in Barangay Curry, the time saved from using the FMR is 3 hours and 30 minutes; in Barangay Sto. Nino is 3 hours and 15 minutes, and in Barangay Tinangis is 2 hours and 30 minutes. Meanwhile, in the lower barangays, Barangay Cadlan and Barangay Sagurong are 1 hour, while in Barangay SanJose, the time saved is 2 hours.

### Effect of Farm-to-Market Roads on the Time Use and Gender Roles of Female and Male Farmers

One of the classifications of Gender Roles is production, which refers to the activities that result in the generation of production of marketable goods or services (HGDG, 2016). From the Table, it can be gleaned that in the upper barangays, particularly in Barangay Curry, Barangay Sto. Niño and Barangay Tinangis, the majority of the female farmers spend 7 hours a day, while the majority of the male farmers spend 8 hours a day in Production activities. Moreover, in the lower barangays, such as Barangay Cadlan, Barangay Sagurong, and Barangay San Jose, most female farmers also spend 7 hours a day. In comparison, male farmers spend 8 hours a day.

**Table 7: Production**

Barangays	Effect of FMRs to the Time Used and Gender Roles of Female and Male Farmers								Total of Respondents	Number
	Production									
	5 Hours		6 Hours		7 Hours		8 Hours			
	F	M	F	M	F	M	F	M		
Curry			15	6	23	42			38	48
Sto. Niño			10	3	7	6	2	10	19	32
Tinangis	3	1	5	3	10	4	4	17	22	24
Cadlan	6	5	10	10	36	19	2	37	54	66
Sagurong	2	3	16	3	21	10	4	34	43	47
San Jose	5	2	6	4	12	5	2	51	25	60

From the results, it showed that in all the upper and lower barangays, the time used in the production of marketable goods, or the time use that all the female farmers spend in the farming of palay, vegetables, and other crops is 7 hours a day. In contrast, the male farmers are 8 hours a day. Further, while waiting for harvest season, most female

farmers plant rice and vegetables with other land owners, while the male farmers do carpentry jobs. This implied that both female and male farmers had not enough time for the other gender roles that they had to give time or to perform, considering that they used most of their time in production.

**Table 8: Reproduction**

Barangays	Effect of FMRs to the time Use and Gender Roles of Female and Male Farmers										Total Number of Respondents	
	Reproduction											
	1 Hour		2 Hours		3 hours		4 Hours		5 Hours			
	F	M	F	M	F	M	F	M	F	M	F	M
Upper												
Curry	2	4	10	1	22	2	2		2		38	48
Sto Nino	1	1	3	1	8	2	5		2		19	32
Tinangis	1	4	1	1	15		4		1		22	24
Lower												
Cadlan	2	1	3	2	41	1	6		2		54	66
Sagurong	1	2	5	1	29	1	7		1		43	47
San Jose	1	1	2	1	16	2	4		2		25	60

The second classification of Gender Roles is Reproduction. This refers to the activities carried out to reproduce labor and care

for and maintain the household (HGDG, 2016). From the Table, it can be noted that in the upper barangays, particularly in Barangay Curry, Barangay Sto. Niño and Barangay Tinangis, the majority of the female farmers spend 3 hours a day in Reproduction activities, while not all male farmers responded. It can be noticed that only very few male farmers spend 1 hour a day in Reproduction activities. Moreover, in the lower barangays, such as Barangay Cadlan, Barangay Sagurong, and Barangay San Jose, most female farmers also spend 3 hours a day in Reproduction activities, while not all male farmers responded. It can be noticed that only very few male farmers spend 1 hour a day in Reproduction activities.

Table 8 implied that most female farmers spend 3 hours a day on child care, household chores, food preparation, and other activities inside the house. While there are only very few male farmers who do these activities.

Based on the interview, many female farmers said that they have to perform the tasks inside the house. They understand that

these are their duties and not the duties of their husbands. They said that their husbands stayed longer on the farm, and it was their responsibility to go home earlier to check on their kids, prepare their dinner, and do the household chores they left unfinished in the morning because they needed to go to the farm already. Further, some male farmers said they do the child-rearing and help with the household chores only when their wives ask them. While some said that they are already tired from the whole day's work, they cannot help their wives anymore and do the household chores.

With this result, it can be concluded that female farmers are still expected to the Reproduction since they are women. This is a manifestation that the majority of them understand that this gender role is only for women. This, however, affects the effective implementation of gender mainstreaming in the programs of the barangay or the local government.

**Table 9: Community Management**

Barangay s	Community Engagement						Total Number of Respondents	
	1 Hour		2 Hours		3 Hours			
	F	M	F	M	F	M	F	M
Curry	25	39	12	6	1	3	38	48
Sto Nino	16	16	2	10	1	6	19	32
Tinangis	13	17	6	3	3	4	22	24
Cadlan	43	53	8	7	3	6	54	66
Sagurong	26	39	12	4	5	4	43	47
San Jose	21	47	1	9	3	4	25	60

The third classification of Gender Roles is Community management. This pertains to roles or activities that produce results for the community's collective consumption, use, or benefit (HGDG, 2016). Relative to this, Table 8 revealed both in the upper barangay, particularly in Barangay Curry, Barangay Sto. Niño and Barangay Tinangis, and in the lower barangays, such as Barangay Cadlan, Barangay Sagurong, and Barangay San Jose, the majority of the female and male farmers spend 1 hour in Community Management. This result means that both female and male farmers spend only a little of their time in participating in the community activities of projects. And based on the interview, they said they are attending the barangay meetings because they expect to be given seeds or

seedlings or any help or assistance for their farms from the local government.

This implies that due to the shortened travel time of the farmers because of the FMR, they can find even a little of their time to attend barangay assembly meetings and consultations. The fourth classification of Gender Roles is Leisure, which refers to rest and recreation (HGDG, 2016). Table 9 revealed both the upper and lower barangays, both in the upper barangay, particularly in Barangay Curry, Barangay Sto. Niño and Barangay Tinangis; and in the lower barangays, such as Barangay Cadlan, Barangay Sagurong, and Barangay San Jose, the majority of the female and male farmers spend 2 hours for leisure.

**Table 10: Leisure**

Barangay s	Leisure						Total Number of Respondents	
	1 Hour		2 Hours		3 Hours			
	F	M	F	M	F	M	F	M
Curry	3	39	31	6	4	3	38	48
Sto Nino	3	27	14	4	2	1	19	32
Tinangis	5	16	14	4	3	4	22	24
Cadlan	4	47	46	10	4	9	54	66
Sagurong	6	36	33	8	4	3	43	47
San Jose	4	40	18	16	3	4	25	60

On the interview, they said that their leisure is just to have chitchat with their neighbor or with the co-farmers while having rest after lunch in the farm. However, most female farmers found time to stroll in the market after selling their produce. Some female farmers go to ukay-ukay (second-hand stores) to buy clothes for their children and some local groceries to buy basic needs.

From the result, it can be noted that the leisure time of the female farmers is still about performing their role as mothers who have the responsibility to attend to the needs of their children. In other words, their leisure is not merely about rest and recreation.

## Conclusion

This study looked into the status of gender mainstreaming of the FMRs in Pili, Camarines Sur. In terms of involvement or participation of women and men farmers in the conceptualization and design of farm-to-market roads, the data showed that from 276 male respondents, 34 or 12.32% partly participated, 47 or 17.03% fully participated. In contrast, 195, or 70.65%, did not have any participation. Of the 202 female respondents, 25, or 12.44%, partly participated, 40, or 19.90%, fully participated, while 137, or 67.82%, did not participate. The employment was generated by the FMRs Mixer of Cement, gravel, and sand with 11 male workers, Sand and gravel collector with 13 male workers, water Fetcher with 15 male workers, and Road constructor with 9 male workers. There are no female workers employed in the jobs generated by the FMRs. The farm-to-market roads are accessed by both men and women because it is near the residence, it lessens the cost of bringing the product to market and wholesale, and it gives easy-to-get public transport services. The farm-to-market roads give significant time difference or time saved compared to the absence of the farm-to-market roads. The male and female farmers used this difference or time saved for production, Reproduction, community engagement, and leisure.

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