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Intersectionality - Caste and Class Issues Rural Vs Urban Divide

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Abstract: *This paper aims at presenting the double exploitation of women in society. It is attempted how women lack access to the affordable, reliable, equitable good-quality living standard which is necessary for accessing socio-economic opportunities and resources. Biological inequities have serious implications for public life and social issues. Besides, the gender policy becomes an important social determinant. This study also focuses on how needs of vulnerable populations are constructed and addressed in development policies in India at the national and sub-national (Delhi) level. This paper referred Thirty-four National and Delhi level policies in course of analysis using an intersectional lens to understand how policies identify and address mobility; inequities faced by vulnerable group- the Indian woman in particular.*

Keywords: *Intersectionality, Discrimination, Exploitation, Patriarchal, feminism, Gender.*

I. INTRODUCTION

According to intersectionality, an interpretation of a person's experiences that is focused on only one facet of their identity—such as their class, gender, ability, age, etc.—is not indicative of their needs. A greater comprehension of the influence of multi-level interacting social places and systems of dominance that shape human experience is made possible by using an intersectional lens while analyzing policies. Consequently, aiding in the development of more efficient regulations to provide vulnerable populations with access to transportation.

According to the research, strategies that prioritized a unified view of population groupings failed to account for the complexity of transportation disparities that disadvantaged groups faced. Despite the fact that equity was a declared objective, policies did not adequately address the structural causes of inequality as well as the interconnected systems of oppression and power. It was also discovered that policy texts stigmatize groups on the basis of gender and disability. It was discovered that the policy-making process was "expert" driven and exclusive. Civil society and disadvantaged groups' voices were excluded from the policy-making process. Policies did not specify the specific evidence that was used. The operationalization is negatively impacted by all of the aforementioned.

II. EQUITY AND SOCIAL JUSTICE

Policies must be informed by an intersectional evidence-based decision- knowledge of commuting inequality in order to further a social justice agenda. It is necessary to rethink the policy-making process in order to make it less bureaucratic and expert-driven and more inclusive and democratic. According to Sustainable Development Goal, nations should ensure that everyone has access to safe, affordable, accessible, and sustainable transportation systems by 2030, paying particular attention to the needs of women, children, people with disabilities, and the elderly (UN-DESA, 2015). Research on transportation inequality and its effects on people's lives is well established; since transportation affects access to vital socioeconomic opportunities and resources, it plays a critical role in addressing poverty, unemployment, obesity, and other socioeconomic issues in the lives of individuals and communities (Banister and Hall, 1981; Church et al., 2000; Ohnmacht et al., 2009).

The relationship between transportation disadvantage and the social exclusion of underprivileged groups is explained by the social exclusion discourse in transportation. People are unable to participate in social, political, and economic life due to limited access to possibilities brought on by inadequate transportation (Kenyon et al., 2002). Consequently, this impacts people's quality of life and fuels social injustice (Levitas et al., 2007).

Moreover, a research on the drawbacks of transportation included a mix of macro, meso, and micro level elements. In other words, a person's physical environment interacts with personal variables including age, gender, income, and handicap. Socioeconomic and political processes at the national and international levels impact this backdrop, and transportation disparities are viewed as "related" to the everyday interactions and activities of the vast majority of people (Lucas, 2012). Members of vulnerable or marginalized populations are among the groups and persons that are disproportionately impacted by transportation inequality (Currie and Delbosc, 2010). Low income, disability, non-driver and car-less status in automobile-dependent society, and minority status are all factors that contribute to transportation disadvantaged status (Di Ciommo and Shiftan, 2017; Karner and Niemeier, 2013).

Rapid and chaotic urbanization, coupled with unsteady economic development, high population density, and poverty, provide particular issues for low- and middle-income nations. The distributional impacts of transportation are unfair, and access to transportation amenities is still insufficient. Furthermore, a large disparity between the "haves" and the "have nots" limits decision-making authority to a few chosen groups, which perpetuates current injustices (Vasconcellos, 2013).

In order to address transportation inequity, policy measures that concentrate on removing socioeconomic barriers at the micro level and incorporating vulnerable groups in the decision-making process to create equitable macro level structures are necessary, according to Lucas (2012)'s explanation of the factors of transportation disadvantage.

According to Di Ciommo and Shiftan (2017), utilitarian approaches are the most often employed techniques for assessing transportation policy in decision-making worldwide. They have been criticized for failing to account for social equity factors (Bocarejo S. & Oviedo H., 2012), such as the degree to which certain social groups' transportation requirements and the unequal distribution of the detrimental impacts of policies on vulnerable groups are taken into account. One popular approach that is insufficient for assessing the social effects of transportation policy is the Cost Benefit Analysis (Lucas et al., 2016). According to Di Ciommo and Shiftan (2017), vertical models of equity, commonly referred to as "social equity," aim to deliver services based on "needs."

These models, however, only provide a limited understanding of people's experiences since they ignore the disparities brought about by intersecting social places and instead focus on experiences as formed by a single identification category. Intersectional inequality and women: This study examines how pre-capitalist hierarchies, migration, socioeconomic classes, and women's subordination interact in modern-day Brazil, Germany, India, Laos, Malaysia, Nigeria, and Thailand. It presents the

theoretical claim that while each nation-state's social classes establish a specific gender configuration, previous gender configurations also endure. When migrants enter a particular social class with a (new) gender configuration, the gender configurations are embodied and carried with them.

Based on almost most of the qualitative interviews that were done in the aforementioned nations, the study conducts empirical research on women's subordination. After explaining how female subordination and pre-capitalist hierarchies intersect with reference to India, the status of women in Brazilian and German social classes is examined. Finally, transnational female migrants from Thailand to Germany and India to Malaysia are examined.

The relationship between gender inequality and other aspects of inequality that center on women's status in society. It contends that there are several gender disparities that require empirical research rather than a single general (kind of) patriarchy or subjection of women. We offer some early findings about the subordination of women in Brazil, Germany, India, Laos, Malaysia, and Nigeria, along with a draft sketch of a theoretical approach to such a study. We concentrate on women's subordination because we believe it remains the most important facet of gender inequality. The native languages of the aforementioned nations served as the study's foundation. The open-ended question "What is it to be a woman?" and five questions regarding the interviewees' life courses which focused on their family history, childhood, education, career, and partnership made up the interviews on the topic of gender inequality. The documentary technique was used to interpret the interviews (Bohnsack 2014).

A team of academics uses this strategy to analyze a sequence in order to uncover the implicit or tacit meaning that reveals a person's habits. Our research produced a number of findings that could be applicable to other situations. First, social classes each with its own dominant gender relation are created by the capitalist transition. Second, pre-capitalist hierarchies underlie social classes and their gender relations, and these hierarchies still exist to some extent, particularly in nations where the capitalism transition was only recently initiated. Additionally, the enduring structures preserve their specific gender relations. Third, it appears that only tiny communities with pre-capitalist systems and, to a lesser extent, wealthy metropolitan middle classes have gender equality frameworks. Fourth, socioeconomic classes and socio-cultural norms are not the sole factors associated with gender disparity structures.

III. DISCUSSION AND CONCLUSION

It is abundantly evident from the databases mentioned above that women in Indian society and other societies are victims of intersectional discrimination. This holds true for marginalized populations, the underprivileged, and even wealthy groups. The purpose of the policy analysis was to examine how national policies and programs build and address demographic groups' concerns about equity. The review's conclusions imply that although policies take equality into account, these factors are not fully examined. Policies view the factors that lead to disadvantages as parallel rather than intersecting.

A unitary or additive lens is used to build the experiences of demographic groupings. Because they are marginalized and vulnerable, women in marginal groups are the first to be targeted for abuse and exploitation. They are exploited for commercial benefit and motives in wealthy households. As dolls without personalities of their own, they are the focus of entertainment and demonstrations. They are saddled with and forced to deal with sexuality. Therefore, it appears that their human rights have been violated.

IV. WORKS CITED

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Resolution WHA 50.16 (1997) specifying 50% target for recruitment rate of females from professional and higher levels, subsequently increased to 60% by the Director-General in 1998, and 50% target for female representation on scientific and technical advisory bodies, as temporary advisers and consultants.

∴ Cite this article ∴

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