

Gender in transport



This publication was prepared under the gender mainstreaming programme of the European Institute for Gender Equality. It constitutes the integral part of EIGE's Gender Mainstreaming Platform. The work published on the Platform represents a joint effort of EIGE Gender Mainstreaming Team and various experts and contractors who contributed in varying degrees to different sections of the Platform: Catarina Arnaut, Davide Barbieri, Daria Broglio, Irene Dankelman, Marianne Dauvellier, Jane Dennehy, Aleksandra Duda, Lucy Ferguson, Elena Ferrari, Maxime Forest, Katia Frangoudes, Regina Frey, Pat Irving, Manuela Samek Lodovici, Daniela Loi, Lin McDevitt-Pugh, Katerina Mantouvalou, Lut Mergaert, Siobán O'Brien Green, Nicola Orlando, Thera van Osch, Flavia Pesce, Irene Pimminger, Sheila Quinn, Cristina Radoi, Alide Roerink, Lenka Simerska, Cristina Vasilescu, Nathalie Wuïame and Margherita Sofia Zambelli.

EIGE would also like to thank its Experts' Forum Members, Members from the Gender Mainstreaming Thematic Network and the European Commission who have contributed to a large extent with their expertise, ideas and feedback.

This publication is available online through EIGE's Gender Mainstreaming Platform: <http://eige.europa.eu/gender-mainstreaming>

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Luxembourg: Publications Office of the European Union, 2016

Print MH-01-16-810-EN-C 978-92-9493-616-5 10.2839/137939

PDF MH-01-16-810-EN-N 978-92-9493-615-8 10.2839/396100

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1. Relevance of gender in the policy area

Transportation facilitates access to the labour market, healthcare and education infrastructure as well as to other services and infrastructures necessary for improving the welfare of individuals and households ⁽¹⁾. Despite the fact that transport projects and policies are often considered to equally benefit women and men, there is a large body of professional literature emphasising that transport is not gender neutral ⁽²⁾. According to these studies, gender is a significant factor in accounting for differences in mobility and travel behaviour.

Firstly, mobility is experienced differently by women and men, as they use different modes of transport for different purposes and in different ways. In general, women tend to have more complex patterns of mobility (usually at a local level), as they have to combine their caring role with their income activities. For example, in most cases, women are responsible for accompanying their children (and other dependents) to different locations (such as day-care centres, school or leisure activities). This may require the use of multiple modes of transport, as the trips are generally shorter, more frequent and more dispersed during the day. Men, on the other hand, tend to make fewer and more direct trips daily, such as to/from their workplace, often on their own and for a single purpose, and often during peak rush-hour times ⁽³⁾. Furthermore, women and men have a different attitudes towards mobility. Women are more willing to adopt more sustainable transport means (e.g. public transport, walking or cycling) than men, not only because of their lower rate of motorisation, but mostly because they pay more attention to the environmental impacts and related ecological issues ⁽⁴⁾.

Another noticeable gender difference is in the times when men and women travel: because women are far more likely to be part-time workers, they travel off-peak more often than men. In addition, fear of violence and aggression means that women are far less willing than men to travel after dark ⁽⁵⁾. Indeed, women are more concerned than men about their safety while travelling. For example, women prefer not to travel at night, when lighting is poor, for fear of physical and/or sexual assault. Similarly, overcrowded public transport can increase the risk of sexual harassment ⁽⁶⁾.

It is also worth emphasising that there are gender differences in time use and time poverty. Women's multiple roles often entail dealing with numerous daily tasks. As a result, women often experience time poverty, which impacts significantly on how much time women can allocate for travel: where they go, for how long, for what purpose, and what trips they schedule. Often, women's travel has to be undertaken in between, or simultaneously with, other daily household tasks (e.g. taking children to school, running household errands, taking care of elderly family members, etc.). The lack of availability and limited performance of transport systems and services thus place different burdens on women and men, with women more likely to forgo their mobility in order to save time ⁽⁷⁾.

Second, women and men have different access to means of transport. Men are more likely to have a car, while women are more reliant on slower, non-motorised transport or intermediate modes of transport (such as bicycles). In urban areas, women are generally more dependent on public transport ⁽⁸⁾.

(1) Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.

(2) Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>; Civitas, *Policy note: smart choices for cities: gender equality and mobility: mind the gap!*, 2014, http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf; European Parliament, *Women and transport*; European Parliament (2006), *Women and transport*, IP/B/TRAN/ST/2005_008, 2005, http://www.europarl.europa.eu/meetdocs/2004_2009/documents/dv/tran20060912_womentransportstudy/tran20060912_womentransportstudy.pdf; International Transport Forum, *Gender and transport*, discussion paper no 11, 2011, <http://www.oecd-ilibrary.org/docserver/download/5kg9mq47w59w.pdf?expires=1445436646&id=id&accname=guest&checksum=8B5CA1F39B726C5998840041D10CF866>.

(3) Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.

(4) Civitas, *Policy note: smart choices for cities: gender equality and mobility: mind the gap!*, 2014, http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf

(5) European Commission, *Gender in EU-funded research*, 2011, http://bookshop.europa.eu/it/toolkit-gender-in-eu-funded-research-pbKINA24840/?pgid=Iq1Ekni0.1ISR00OK4MycO9B0000pnzWfD3Y;sid=rPcpS_2H4d8pZKva-GrS37J-i4ZQ3OfpUqIQ=?CatalogCategoryID=Gj0KABst5F4AAAEjsZAY4e5L

(6) European Bank for Reconstruction and Development (EBRD), *Gender in urban rehabilitation and transport projects: Guidance note, 2011*, <http://www.ebrd.com/news/publications/guides/gender-1-urban-rehabilitation-and-transport-projects.html>.

(7) Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.

(8) Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.



Third, women and men have a different behaviour when driving. With regard to the use of cars, fewer women than men in Europe own or use a car. However, women who drive cars are more attentive to other road users and traffic rules, and have fewer accidents than men. According to the French Institute of Science and Technology for Transport (IFSTTAR) and Women's Issues in Transportation (WIT) study, *She moves: women's issues in transportation*, the relationship between risky driving behaviour and involvement in accidents is more often associated with men than women ⁽⁹⁾. Among men car drivers and motorcyclists, the rate of those already punished for speeding is higher by 10 percentage points than among women ⁽¹⁰⁾.

Transport remains an area influenced by a set of gender inequalities, which are as follows:

- gaps in access to transport infrastructure and services;
- segregation within the transport labour market;
- weak representation of women in the decision-making process in the transport sector;
- gender-based violence in transport, which mostly affects women.

⁽⁹⁾ IFSTTAR and WIT, *She Moves: Women's Issues in Transportation*, 2014, http://wiit-paris2014.sciencesconf.org/conference/wiit-paris2014/pages/shemoves_wiit_web_3.pdf.

⁽¹⁰⁾ IFSTTAR and WIT, *She Moves: Women's Issues in Transportation*, 2014, http://wiit-paris2014.sciencesconf.org/conference/wiit-paris2014/pages/shemoves_wiit_web_3.pdf.

2. Issues of gender inequalities in the policy area

Gaps in access to transport infrastructure and services

Literature ⁽¹⁾ on gender and transport pinpoints that existing transport systems are not geared towards women's needs. On the contrary, most transport systems around the world are biased towards the travel needs of men ⁽²⁾. In urban areas, for instance, transport systems often tend to target radial commuter corridors going straight to city centres. This mostly benefits peak-hour male commuter patterns and the needs of car and motorcycle users, while failing to address women's travel needs and patterns. Furthermore, in rural areas, transport planning has mostly focused on road networks and long-distance transport, neglecting transport solutions for many rural women who lack or have less access to motorised transport ⁽³⁾.

The privatisation of public transport also impacts more on women than men, because bus companies operating under competitive market conditions are not usually interested in serving the less lucrative routes and connections on which women often depend. Therefore, these routes are more at risk of being cut. However, where services are maintained, this is often accompanied by increased fares, which impacts more on women, whose income is generally lower than men's ⁽⁴⁾.

In addition, fares calculated on a per journey and per person basis also disadvantage more women than men, as women's travel patterns are characterised by shorter and more frequent journeys, with multiple stops (often with accompanying dependents and other family members). This means they face higher costs when using public transport which, combined with their lower income level, often results in further restricting women's access to this means of transport ⁽⁵⁾.

Women also face a higher share of the transport burden (namely time and monetary costs) to fulfil their economic, social and domestic roles. The costs of unreliable and inflexible transport systems are often borne disproportionately by women, who often cannot afford the lost time. For instance, women may turn down employment opportunities further away from home if the transport system does not enable them to travel to and from work in time to also meet their domestic family care obligations, or provide ample space and flexibility for women to travel with dependents and household goods. This leads them to accept lower-paid local job opportunities or informal income sources closer to or at home, so as to combine their care and work responsibilities ⁽⁶⁾.

⁽¹⁾ Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>; Civitas, *Policy note: smart choices for cities: gender equality and mobility: mind the gap!*, 2014, http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf; European Parliament, *Women and transport*; European Parliament (2006), *Women and transport*, IP/B/TRAN/ST/2005_008, 2005, http://www.europarl.europa.eu/meetdocs/2004_2009/documents/dv/tran20060912_womentransportstudy/tran20060912_womentransportstudy.pdf; International Transport Forum, *Gender and transport*, discussion paper no 11, 2011, <http://www.oecd-ilibrary.org/docserver/download/5kg9mq47w59w.pdf?expires=1445436646&id=id&accname=guest&checksum=8B5CA1F39B726C5998840041D10CF866>.

⁽²⁾ United Nations, *Report to the United Nations Economic Commission for Europe Executive Committee on the implementation of the priorities of the Unece Reform for strengthening some activities of the Committee: The Inland Transport Committee and gender issues in transport*, <https://www.unece.org/fileadmin/DAM/trans/doc/2009/itc/ECE-TRANS-2009-07e.pdf>.

⁽³⁾ World Bank, *Mainstreaming gender in road transport: Operational guidance for World Bank staff*, 2010, <http://siteresources.worldbank.org/INTTRANSPORT/Resources/336291-1227561426235/5611053-1229359963828/tp-28-Gender.pdf>.

⁽⁴⁾ World Bank, *Mainstreaming gender in road transport: Operational guidance for World Bank staff*, 2010, <http://siteresources.worldbank.org/INTTRANSPORT/Resources/336291-1227561426235/5611053-1229359963828/tp-28-Gender.pdf>.

⁽⁵⁾ World Bank, *Mainstreaming gender in road transport: Operational guidance for World Bank staff*, 2010, <http://siteresources.worldbank.org/INTTRANSPORT/Resources/336291-1227561426235/5611053-1229359963828/tp-28-Gender.pdf>.

⁽⁶⁾ Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.



Segregation in the labour market

Despite an increase in women's participation in the labour market in all sectors, the transport sector remains a segregated field where men predominate as drivers/pilots, technicians, or in occupations involving physical work and a heavy workload, whereas women predominate in service-related and administrative jobs. Furthermore, men work longer hours and account for more full-time jobs in transport, whereas women tend to opt for more flexible work arrangements, which have restricted opportunities. In transport, career prospects are better for men than for women. Access to traditionally men-dominated jobs remains problematic, despite the fact that both women and men have equal access to vocational training. This leads to situations where women are trained in technical professions but cannot obtain a job to match their level of qualification. All these factors contribute to deepening the pay gap between women and men in transport⁽¹⁷⁾.

Gaps in women's participation in decision-making processes

Men continue to predominate in decision making in the transport sector. According to the *Women employment in urban public transport sector* study, the share of women on management boards is less than 20 % and women represent only 9.3 % of drivers. This means there is an unbalanced participation of women and men in planning and deciding on policy actions, which may affect both women and men citizens⁽¹⁸⁾. Coupled with the lack of capacity on gender issues in the transport sector, this results in reduced gender mainstreaming in the planning and implementation of transport policies, programmes and projects. Ensuring women's participation in the transport sector therefore goes hand in hand with capacity-building initiatives on gender mainstreaming in transport for all actors in the sector.

⁽¹⁷⁾ European Economic and Social Committee, *Opinion of the European Economic and Social Committee on women and transport*, 2015, <http://www.eesc.europa.eu/?i=portal.en.ten-opinions.35338>.

⁽¹⁸⁾ International Association of Public Transport (UITP), European Transport Workers' Federation (ETF), VDV-Akademie eV, *Women employment in urban public transport sector*, 2012, http://www.wise-project.net/download/final_wise_project_report.pdf; World Bank, *Mainstreaming gender in road transport: Operational guidance for World Bank staff*, 2010, <http://siteresources.worldbank.org/INTTRANSPORT/Resources/336291-1227561426235/5611053-1229359963828/tp-28-Gender.pdf>; Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.

Gender-based violence in transport

Public transport services often fall short of the quality, safety and comfort measures required by different target groups such as women, disabled people, the elderly and children⁽¹⁹⁾. When it comes to safety issues, it should be noted that women are more exposed than men to gender-based violence when using forms of transportation (e.g. buses, taxis, etc.), and in particular to sexual harassment⁽²⁰⁾. This constrains women's mobility and their independent use of public and intermediate means of transport⁽²¹⁾.

Some European countries, in their efforts to mainstream gender into transport have implemented measures directed at improving the safety of the transport system, accounting for women's specific safety needs. A few of those measures included removing bushes and shrubbery adjacent to bus stops; eliminating dark access ways to bus stops; introducing special taxis for women and women-dedicated park areas; training transport professionals to deal with sexual harassment in transport and others.

⁽¹⁹⁾ Civitas, *Policy note: smart choices for cities: gender equality and mobility: mind the gap!*, 2014, http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf.

⁽²⁰⁾ Civitas, *Policy note: smart choices for cities: gender equality and mobility: mind the gap!*, 2014, http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf; Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>; Deike, P., *Gender and sustainable urban mobility*, 2013, <http://unhabitat.org/wp-content/uploads/2013/06/GRHS.2013.Thematic.Gender.pdf>; European Parliament, *Women and transport*, 2006, IP/B/TRAN/ST/2005_008, http://www.europarl.europa.eu/meetdocs/2004_2009/documents/dv/tran20060912_womentransportstudy/tran20060912_womentransportstudy.pdf; Asian Development Bank, *Gender tool kit: Transport*, 2013, <http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>.

⁽²¹⁾ Deike, P., *Gender and sustainable urban mobility*, 2013, <http://unhabitat.org/wp-content/uploads/2013/06/GRHS.2013.Thematic.Gender.pdf>.

3. Gender equality policy objectives at the EU and international levels

EU level

European Commission

Transport policy was included as one of the common policies, in the 1957 Treaty of Rome. Since then the European Commission has taken measures to strengthen the common transport policy in EU Member States. However, recognition of the links between gender and transport has only recently begun to emerge in the Commission's actions and transport policy. The 2011 Commission staff working document accompanying the white paper *Roadmap to a single European transport area: towards a competitive and resource-efficient transport system* (2011) makes reference to the promotion of gender equality in the following policies in this field.

Promotion of quality jobs and better working conditions

The Commission acknowledges that the share of women workers in the transport sector is lower than the average in the economy. It plans to undertake specific measures to render the sector more attractive to women workers.

Mobile road transport workers

The Commission plans to adopt a Social Code addressed to mobile workers and employers to make them liable or co-liable — as appropriate — for compliance with common minimum working standards. The code will cover the following issues: terms and conditions of employment; health insurance and care; a better organisation of work and resting periods for drivers, to enable the reconciliation of their work and family life; and gender equality.

Working conditions across modes of transport

The Commission maintains that positive spillover can be expected from the exchange of best practices between modes of transport in fields such as promoting gender equality, preventing labour accidents and investing in training. The skills required of workers in different modes of transport can be similar, notably in terms of logistics, where training has to meet a rapid pace of technological and economic change. An improvement in the qualifications of staff in the logistics professions would therefore result in a better performance and more informed decisions. It would also

increase labour mobility and career perspectives within and between the modes of transport ⁽²²⁾.

The European Commission's intention to strengthen gender mainstreaming in EU transport policy is also demonstrated by its request for an Opinion from the European Economic and Social Committee on the issue of women and transport in 2015. According to this Opinion, the new investment plan for Europe, which aims to promote growth and jobs, must mainstream gender equality by eliminating existing gender impediments and developing a culture of engagement and inclusiveness for both women and men to be equally active in all aspects of transport. Furthermore, it pledges greater recognition of, and prominence to, gender in EU transport policy.

European Parliament

In a similar way to the European Commission, the European Parliament also promotes actions to increase gender equality in the transport field, especially with regard to women's participation in the transport sector labour market. In its resolution of 9 September 2015 on the implementation of the 2011 white paper on transport: taking stock and the way forward towards sustainable mobility, the European Parliament stresses that measures should be taken to boost women's participation in the transport labour market, remove possible existing barriers and ensure equal treatment of men and women by addressing existing remuneration and advancement gaps ⁽²³⁾.

Furthermore, in its 2012 resolution on the role of women in the green economy, the European Parliament acknowledges that women, as a consequence of the current gender power structure (see above on women's uneven distribution in transport decision-making positions), do not have the same control over, or access to, transport systems as men.

⁽²²⁾ European Commission, *Commission staff working document accompanying the white paper: roadmap to a single European transport area: towards a competitive and resource efficient transport system*, 2011, http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.

⁽²³⁾ <http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P8-TA-2015-0310>



The resolution underlines that it is necessary to introduce more efficient means of public transport, more walking and cycling routes and shorter distances to services, and to develop and enhance knowledge of and innovation in environmentally friendly means of transportation in order to improve women's transport opportunities. Moreover, it calls on Member States to significantly strengthen local public transport by increasing the quantity and quality of transport services, by improving the safety, comfort and physical accessibility of different modes of transport and facilities. It also calls on Member States to provide integrated and additional systems of transport, including to small towns and rural areas, thus strengthening the ability of women, the disabled and the elderly to travel, and in turn enabling their greater social inclusion and enhancing their living conditions. The resolution also stresses that investment in sustainable transport systems must take into account the fact that women's and men's perception of public spaces is different and is based on different risk assessments, which means that safe environments in the transport system must be prioritised for both women and men ⁽²⁴⁾.

groups that can be used in planning and implementation should be identified and consulted ⁽²⁵⁾.

Furthermore, in 2015 the UN adopted the 2030 agenda on sustainable development goals, which builds on the Millennium Development Goals and aims to end poverty, hunger and inequality, take action on climate change and the environment, improve access to health and education, and build strong institutions and partnerships. Making cities inclusive, safe, resilient and sustainable is one of the UN sustainable development goals. In order to achieve this general objective, the UN aims, inter alia, to provide access to safe, affordable, accessible and sustainable transport systems and improve road safety for all by 2030, notably by expanding public transport with special attention to the needs of those in vulnerable situations: women, children, people with disabilities and older people.

International level

United Nations

The UN introduced gender issues into the transport agenda in 2008, with the *Report to the United Nations Economic Commission for Europe Executive Committee on the Implementation of the Priorities of the Unece Reform for Strengthening Some Activities of the Committee*, prepared by the Inland Transport Committee.

The report underlines that little attention appears to have been paid to women's needs in transport development projects worldwide, even though transport can make a major difference in increasing women's productivity and in promoting gender equality. Furthermore, it maintains that making transport policy more responsive to the needs of women requires developing a structured approach to understanding their needs, identifying instruments to address those needs, analysing the costs and benefits of those instruments, and establishing an appropriate policy framework. It also requires that women are represented at each step of the planning and design process of transport investments. Government agencies and non-governmental organisations, community-based organisations and women's

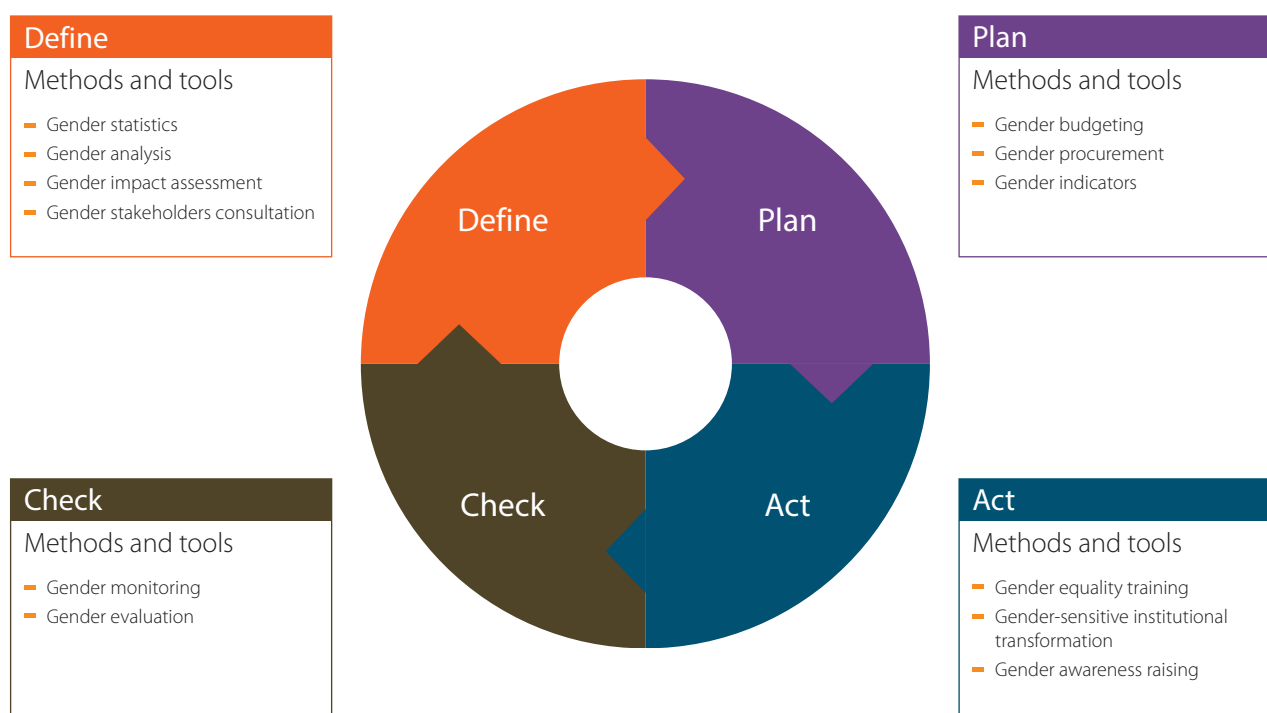
⁽²⁴⁾ <http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P7-TA-2012-321>

⁽²⁵⁾ United Nations, *Report to the United Nations Economic Commission for Europe Executive Committee on the implementation of the priorities of the Unece Reform for strengthening some activities of the Committee: The Inland Transport Committee and gender issues in transport*, 2009, <https://www.unece.org/fileadmin/DAM/trans/doc/2009/itc/ECE-TRANS-2009-07e.pdf>.

4. How and when? transport and the integration of the gender dimension into the policy cycle

The gender dimension can be integrated in all phases of the policy cycle.

Below, you can find useful resources and practical examples for mainstreaming gender into transport policies. They are organised according to the most relevant phase of the policy cycle they may serve.



Define

DEFINE PLAN ACT CHECK

In this phase, it is recommended that information is gathered on the situation of women and men in a particular area. This means looking for sex-disaggregated data and gender statistics, and checking for the existence of studies, programme or project reports, and/or evaluations from previous periods.

Examples of gender and transport statistics

The issue of taking account of gender in transport is a fairly recent one. Since transport-related statistics generally do not differentiate between men and women, it is hard to understand the differences in reasons for making trips,

trip frequency, distances travelled and mobility-related problems in gaining access to health services, employment, etc. ⁽²⁶⁾. Furthermore, even in cases where attention is paid to collecting sex-disaggregated data, these often do not provide disaggregated data on time of day of travel or the full-nature of multi-purpose complex journey patterns undertaken by women. Therefore, more gender statistics are necessary for better design of policies in the transport sector.

⁽²⁶⁾ International Transport Forum, *Gender and transport*, discussion paper no 11. 2011, <http://www.oecd-ilibrary.org/docserver/download/5kg9mq47w59w.pdf?expires=1445436646&id=id&acname=guest&checksum=8B5CA1F39B726C5998840041D10CF866>; United Nations, *Report to the United Nations Economic Commission for Europe Executive Committee on the implementation of the priorities of the Unece Reform for strengthening some activities of the Committee: The Inland Transport Committee and gender issues in transport*, 2009.



Particular attention should be paid to sex-disaggregated time data, as they could highlight the complexity of mobility patterns and the interaction between people in scheduling mobility and the interaction between mobility and other household activities⁽²⁷⁾.

European Commission, Directorate-General for Mobility and Transport

The database at the Community level (*Community database on accidents on the roads in Europe (CARE)*) makes it possible to identify and quantify road safety problems, evaluate the efficiency of road safety measures, determine the relevance of Community actions and facilitate the exchange of experience in this field. Data on accidents are disaggregated by sex, road type user, age class and type of area. Data are available on the Directorate-General for Mobility and Transport (DG MOVE) website and, partially, on the Eurostat database on Transport.

http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm

<http://ec.europa.eu/eurostat/web/transport/data/database>

The Social Attitudes to Road Traffic Risk in Europe project (Sartre), co-financed by the European Commission DG MOVE, started in 1991. It consists of a European-wide survey about knowledge of road traffic laws and road traffic risks, attitudes regarding road safety issues, reported road traffic behaviours, transport habits and needs in several European countries. Various topics related to road safety are in the focus of the project such as alcohol, drugs, or phone use while driving, speeding, use of advanced driver assistance systems and the transport infrastructure and environment. Since the first edition of Sartre, a follow up was performed in 1996 (Sartre 2) and 2002 (Sartre 3) among an increasing number of countries (15 in 1991, 19 in 1996 and 23 in 2002). Data collection for this fourth edition started in 2010. The Sartre 4 survey includes 19 countries, 17 of which are included in the EU-28. The objective of the survey was to describe actual opinions and (self-reported) behaviours towards traffic risk and road safety of these three road user groups in countries covered by the project. The methodology foresaw the inclusion of women in the sample, and data are collected and analysed with a gender perspective. The database of the survey is not available to the public, but reports of analyses, including data and statistics, are available.

<http://www.attitudes-roadsafety.eu/home/>

The *European Union Labour Force Survey (EU-LFS)* provides the main aggregated statistics on labour market outcomes in the EU. The EU-LFS is the main data source for employment and unemployment. Tables on population, employment, working hours, permanency of job, professional status, etc. are included. It provides disaggregated statistics by sex, age groups, economic activity, education attainment and field of education, from which it is possible to measure the presence of women working in the transport sector.
<http://ec.europa.eu/eurostat/web/lfs/data/database>

The *Harmonised European Time Use Survey* web application offers the opportunity to calculate user-defined, comparable statistical tables on the organisation and activities of everyday life in eight European countries. It provides a great variety of statistical images of people's use of time in 15 EU Member States (Finland, Germany, Italy, Norway, Sweden, UK, Spain, Bulgaria, Lithuania, Estonia, Latvia, Poland), including gender statistics.

<https://www.h5.scb.se/tus/tus/>

Examples of studies, research and reports

Civitas, *Policy note: smart choices for cities, gender equality and mobility: mind the gap!*, 2014.

The publication presents an analysis of the gender issues in transport and provides some gender-sensitive experiences of pioneering European countries and cities that have started embedding gender mainstreaming in urban and mobility planning.

http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf

INFSTTAR and WIT, *She moves: women's issues in transportation*, 2014.

The paper produced on behalf of the European Commission, DG MOVE, considers gender differences in transport and mobility. The paper analyses the achievement of equity through mobility and looks at gender differences in different aspects of the transport and mobility fields (e.g. road security, car design, public transport availability).

http://wiit-paris2014.sciencesconf.org/conference/wiit-paris2014/pages/shemoves_wiit_web_3.pdf

Beecham, R., and Wood, J., 'Exploring gendered cycling behaviours within a large-scale behavioural dataset', *Transportation Planning and Technology*, Vol. 37, No 1, 2014, pp. 83-97.

⁽²⁷⁾ United Nations, *Report to the United Nations Economic Commission for Europe Executive Committee on the implementation of the priorities of the Unece Reform for strengthening some activities of the Committee: The Inland Transport Committee and gender issues in transport*, 2009.

This paper article analyses over 10 million journeys made by members of London's cycle hire scheme in order to see if there are any gender differences in cycling behaviours. The results of the analysis show that female customers' usage characteristics are demonstrably different from those of male customers.

<http://openaccess.city.ac.uk/14154/>

Turnbull, P., International Labour Organisation (ILO) working paper, *Promoting the employment of women in the transport sector — obstacles and policy options*, 2013.

This study focuses on the working conditions and the HR policies of transport companies designed to mainstream gender, the opportunities for success and advancement, and the barriers faced by women who work in the transport sector.

http://www.ilo.org/wcmsp5/groups/public/---ed_dialogue/--sector/documents/publication/wcms_234880.pdf

Peters, D., *Gender and sustainable urban mobility*, Thematic study prepared for the Global Report on Human Settlements, 2013.

This report is designed to: (i) present empirical evidence of trends and conditions of gendered transport usage, differentiated by various modes of travel, and of gendered employment in urban transport; (ii) review impacts and challenges related to these gender differences; (iii) review policy responses designed to address these gender inequalities and their resulting challenges; and (iv) provide summary findings and present lessons for policy.

<http://unhabitat.org/wp-content/uploads/2013/06/GRHS.2013.Thematic.Gender.pdf>

UITP and ETF, *Women Employment in Urban Public Transport Sector*, 2012.

The report examines the employment situation of women in urban public transport companies in Europe.

http://www.wise-project.net/downl/final_wise_project_report.pdf

Scheiner, J. and Holz-Rau, C., 'Gendered travel mode choice: A focus on car deficient households', *Journal of Transport Geography*, Vol. 24, 2012, pp. 250-261.

This article studies choice in mode of travel with a focus on car use in car-deficient households from a gender perspective. Car-deficient households are defined as households with more drivers than cars. The paper derives some key hypotheses from the literature and uses the German Mobility Panel 1994 to 2008 to simultaneously test some of these hypotheses in a pooled data approach with cluster robust regression techniques. The paper concludes with an outlook on further research.

http://www.vpl.tu-dortmund.de/cms/Medienpool/PDF_Dokumente/Publikationen/Scheiner_Holz-Rau_Gendered_travel_mode_choice_a_focus_on_car_deficient_households__author_version_.pdf

International Transport Forum, *Gender and transport*, Discussion paper no 11, 2011.

The report analyses how gender is considered in the transport sector. The report begins with an overview of the situation, and then presents good practices and a set of recommendations. It addresses both developed and developing countries, urban and rural areas, and infrastructure and services.

<http://www.oecd-ilibrary.org/docserver/download/5kg9mq47w59w.pdf?expires=1445436646&id=id&accname=guest&checksum=8B5CA1F39B726C5998840041D10CF866>

The Co-ordination for Gender Studies, University of Copenhagen, *Gender mainstreaming European transport research and policies, Building the knowledge base and mapping good practices*, 2007.

This report advances our understanding of gendered perspectives on current and future transport policies and contributes both to clarifying the goals of European transport policy and to balancing the goals of transport, sustainability and gender equality. In responding to the call for a broader and more flexible transport policy related to economic, social and environmental needs, as well as to the call for a more gender-balanced Europe, the report suggests a complex and integrated framework for understanding some of the major goals of the EU in the 21st century.

<http://koensforskning.soc.ku.dk/projekter/transgen/eu-rapport-transgen.pdf/>

Eurofound, *Innovative gender equality measures in the transport industry*, 2007.

The report aims to investigate the development and implementation of innovative measures designed to foster gender equality in the transport sector. To this end, the report outlines and analyses eight innovative measures that have been taken by national trade unions or other social partner groups in seven countries: Spain, France, Croatia, Italy, Hungary, the Netherlands and the United Kingdom. The common characteristic uniting all of these measures is their central objective of improving gender equality at the workplace in a number of transport subsectors.

http://www.eurofound.europa.eu/sites/default/files/ef_files/pubdocs/2007/43/en/1/ef0743en.pdf

European Parliament, *Women and transport*, IP/B/TRAN/ST/2005_008, 2006.



This report analyses the nature of the gender imbalance in the transport sector in EU Member States. It highlights the nature of travel differences between men and women as transport users and consumers and the implications this has for planning, operations and management of the transport system.

It sets out the challenges faced by institutions within the transport sector to mainstream gender equality. It also highlights the male domination of employment within all areas of the transport labour force and the few examples of good practice that are trying to overcome women's under-representation in this industry. Furthermore, it proposes criteria for gender mainstreaming within the European transport system and a series of concrete actions.

http://www.europarl.europa.eu/meetdocs/2004_2009/documents/dv/tran20060912_womentransportstudy/tran20060912_womentransportstudy.pdf

SIRC, *Sex differences in driving and insurance risks*, 2004.

The article includes an analysis of the social and psychological differences between men and women that are relevant to their driving behaviour.

<http://www.sirc.org/publik/driving.pdf>

Hamilton K., 'A gender audit for public transport: A new policy tool, Tackling of Social Exclusion', *Urban Studies*, Vol. 37, No 10), 2000, pp. 1793-1800.

This paper identifies the goals and progress of the Gender Audit for Public Transport to date. It considers why we need a public transport gender audit and examines the major gender differences that have relevance for transport policymakers, planners and providers.

<http://usj.sagepub.com/content/37/10/1793.abstract>

Examples of gender analysis

City of Vienna, *Gender mainstreaming in urban planning and urban development*, 2013.

Gender mainstreaming in urban planning aims for systematic quality evaluation with regard to the equality of opportunities allotted to different user groups. In the sense of ensuring 'fair shares in the city' for all, it must be established what sort of benefits (or, possibly, impediments) result from planning decisions. For this reason, this guide provides indications on how to carry out a gender analysis of urban planning and urban development policies, including transport, in order to ensure the mainstreaming of the gender perspective.

<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008358.pdf>

European Parliament, *Briefing Note on the role of women in the green economy: The issue of mobility*, 2012.

This note highlights the characteristics and determinants of gender differences in mobility patterns emerging from the literature and presents an overview of how transport policies have been adapted to support women's mobility needs, focusing on examples of practices implemented in 4 European countries. Furthermore, the note includes a check list to carry out a gender analysis/audit of mobility policies and programmes.

[http://www.europarl.europa.eu/RegData/etudes/note/join/2012/462453/IPOL-FEMM_NT\(2012\)462453_EN.pdf](http://www.europarl.europa.eu/RegData/etudes/note/join/2012/462453/IPOL-FEMM_NT(2012)462453_EN.pdf)

EBRD, *Gender in urban rehabilitation and transport projects*, Guidance Note, 2011.

This guidance note aims to provide practical guidance to EBRD specialists and consultants on how gender mainstreaming can be applied and considered when planning projects. The guidance note includes a checklist for carrying out a gender analysis of transport projects from the design stage to evaluation.

<http://www.ebrd.com/news/publications/guides/gender-1-urban-rehabilitation-and-transport-projects.html>

Examples of gender impact assessments

Transport for London, *Equality impact assessments: How to do them*, 2004.

The purpose of this guide is to improve the work of Transport for London by making sure it does not discriminate and that, where possible, it promotes equality through the realisation of an impact assessment of transport policies. The guide provides indications on when and how to carry out equality impact assessments. The guide also includes indications on how to take the gender perspective into consideration.

<http://content.tfl.gov.uk/eia-06-04.pdf>

Roadmap to a single European transport area — towards a competitive and resource-efficient transport system (SEC(2011) 359 final, SEC(2011) 391 final, COM(2011) 144 final).

This includes a specific section on the impact of the policy on employment level and conditions, including on gender balance.

Examples of stakeholders that can be consulted

ETF (Women's Committee)

<http://www.etf-europe.org/women-comm.cfm>

Advancing women in transportation (International Association for Women in Transport)
<https://www.wtsinternational.org/about/>

Women's Design Service (organisation dedicated to improving the built environment for women)
<http://www.spatialagency.net/database/why/political/womens.design.service>

Plan

DEFINE PLAN ACT CHECK

In this phase, it is appropriate to analyse budgets from a gender perspective. Gender budgeting is used to identify how budget allocations contribute to promoting gender equality. Gender budgeting brings visibility to how much public money is spent for women and men respectively. Thus, gender budgeting ensures that public funds are fairly distributed between women and men. It also contributes to accountability and transparency about how public funds are being spent.

Examples of gender budgeting in transport

Council of Europe, *Gender budgeting: practical implementation*, 2009.

The focus of this publication is to act as a guide to the practice of gender budgeting. Even though the handbook does not refer exclusively to transport, transport is one of the fields used as an example for applying gender budgeting.
[https://www.coe.int/t/dghl/standardsetting/equality/03themes/gender-mainstreaming/CDEG\(2008\)15_en.pdf](https://www.coe.int/t/dghl/standardsetting/equality/03themes/gender-mainstreaming/CDEG(2008)15_en.pdf)

Asian Development Bank, *Gender tool kit: Transport. Maximizing the benefits of improved mobility for all*, 2013.

The toolkit provides guidance for transport sector specialists and gender specialists by drawing attention to the gender dimensions of transport, and how to mainstream gender equality issues into transport project design, implementation and policy engagement. The guide also provides indications on how to use gender budgeting in the transport section.
<http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>

Examples of indicators for monitoring gender and transport

Lack of sex-disaggregated data in transport is a major problem in adopting gender-oriented policy in this field. While the European Commission made efforts to collect data disaggregated by sex, many of the indicators used in the field are not

disaggregated this way. However, the following are useful indicators for measuring gender inequalities in transport sector.

Percentage of women employed in transport by sex

Participation of women in the transport sector is quite low. The figure may be derived from the percentage of women employed in transport (land transport and transport via pipelines, water transport, air transport, warehousing and support activities for transportation, postal and courier activities) based on Eurostat data (Eurostat, EU-LFS, table employment by sex, age groups and economic activity (from 2008, NACE Rev. 2 two digit level) (1 000) (online code: *lfsa_egan22d*).
http://ec.europa.eu/eurostat/data/database?node_code=lfsa_egan22d

People killed in road accidents by sex (CARE data)

The number of women and men killed in road accidents is available from CARE, and is presented in the Eurostat database on transport (Eurostat, online code: *tran_sf_roadse*).
http://ec.europa.eu/eurostat/data/database?node_code=tran_sf_roadse

When preparing calls for proposals as part of funding programmes, or terms of reference for public procurement procedures, do not forget to formalise gender-related requirements. This particularly affects contractors to be hired for policy support services. This will ensure the projects and services which the European Commission will fund are not gender blind or gender biased.

Examples of procurement

Asian Development Bank, *Gender tool kit: Transport. Maximizing the benefits of improved mobility for all*, 2013.

The toolkit provides guidance for transport sector specialists and gender specialists by drawing attention to the gender dimensions of transport, and how to mainstream gender equality issues into transport project design, implementation and policy engagement. The guide includes specific examples of terms of references for gender experts in transport.

European Commission, *Buying social: A guide to taking account of social considerations in public procurement*, 2010.



The purpose of this guide is to raise contracting authorities' awareness of the potential benefits of socially responsible public procurement (SRPP). It also explains in a practical way the opportunities offered by the existing EU legal framework for public authorities to take social considerations into account in their public procurement, thus paying attention not only to price but also to the best value for money. SRPP covers a wide spectrum of social considerations, which may be taken into account by contracting authorities at the appropriate stage of the procurement procedure.

Even though *not specifically* designed for transport, it can be also used in the transport sector.

http://www.google.se/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=1&ved=0CC0QFjAA&url=http%3A%2F%2Fec.europa.eu%2Fsocial%2FblobServlet%3FdocId%3D6457%26langId%3Den&ei=enZVUqu9BcLX0QXT-4DQAg&usq=AFQjCNH3X4Z5Okc_dyaA-fuOEyjgDFs1Kw

Act

DEFINE PLAN ACT CHECK

In the implementation phase of a policy or programme, ensure that all who are involved are sufficiently aware of the relevant gender objectives and plans. If not, set up briefings and capacity-building initiatives according to staff needs. Think about researchers, proposal evaluators, monitoring and evaluation experts, scientific officers, programme committee members, etc.

Examples of capacity-building initiatives about transport

The 2014 European platform on sustainable mobility plans, *Guidelines developing and implementing a sustainable urban mobility plan*, provides indications on how to design sustainable mobility plans that take into account different environmental and social aspects, among which is gender equality.

http://www.eltis.org/sites/eltis/files/sump_guidelines_en.pdf

The *Gender in EU funded research: Gender and transport toolkit* from Yellow Window Management Consultants in 2012 gives the research community practical tools to integrate gender aspects into seventh framework programme (FP7) research. This includes equal opportunities for women and men and the gender dimension of research, thereby contributing to excellence in research. The gender and transport toolkit looks at how gender is relevant in the specific field of transport in FP7. A first section briefly points out the broad relevance of gender within the field. The toolkit continues with a more specific discussion of the topics which have been put forward by the European Commission in the field's work programme. This is followed by suggestions

regarding gender-relevant issues which may be taken up by research teams. To illustrate how planned research in the field of transport can be made gender sensitive, three real-life examples of projects are included. Each case consists of a short text presenting the project and a discussion of the gender-relevant issues in relation to the planned work, both in terms of equal opportunities and in terms of the content of the work. Finally, a selection of useful references dealing with gender in the field of transport is provided.

http://www.yellowwindow.be/genderresearch/downloads/YW2009_GenderToolKit_field6_transport_001.pdf

The ETF has produced a gender training package, addressed to women and men transport workers. It is now available and aims to assist ETF member organisations in promoting gender equality at the workplace while encouraging women to join the trade union movement and take up positions in union structures. The training package benefited by many contributions from union activists, workers' representatives, as well as rank and file members. It was tested twice during the project, within two dedicated gender workshops.

<http://www.etf-europe.org/etf-3955.cfm>

The World Bank published *Mainstreaming Gender in Road Transport* in 2010, as an operational guide for World Bank staff. The guide aims to provide indications for both transport and gender specialists on how to mainstream gender-related considerations into road transport projects to improve development effectiveness, sustainability and to reduce gender inequality. The guide draws attention to the most basic ways in which gender affects and is affected by transport policies and projects and provides practical approaches to address gender-related problems in road transport projects.

http://www-wds.worldbank.org/external/default/WDSContentServer/WDSP/IB/2010/10/07/000356161_20101007005655/Rendered/PDF/569540NWP0Tran10Box353751B01PUBLIC1.pdf

The sourcebook *Gender and urban transport: smart and affordable* was produced by the German Federal Ministry of Development and Cooperation (Transport Policy Advisory Service) in 2007. It includes training materials on gender in the transport field with the aim of achieving sustainable transport, accessible to both women and men. Even though the guide is mainly directed at developing countries, indications on how to mainstreaming gender in transport policies can be used in other contexts. The guide also includes a series of indicators to monitor gender in the transport field and a checklist on how to analyse gender issues in transport policies and plans.

http://www.sutp.org/files/contents/documents/resources/A_Sourcebook/SB7_Social-Issues-in-Transport/GIZ_SUTP_SB7a_Gender-and-Urban-Transport_EN.pdf

Examples of gender mainstreaming in transport

In a 2014 film, the Swedish Association of Local Authorities and Regions showed how citizens, municipalities and regions can benefit from gender equality in snow removal to improve pedestrians' mobility. The film aims to illustrate the principles of gender mainstreaming through concrete examples. The film is translated into Spanish, German, English, French and Finnish.

<https://vimeo.com/77692813>

An innovative concept in the area of transport has recently been created: mobility of care. This concept emerged from research conducted by the Spanish expert Sánchez de Madariaga who revealed that a quarter of the trips using public transport are undertaken for care purposes. This care-oriented mobility is not put forward in traditional transport statistics and indicators because they are usually found under other headings. Including these care-related trips into one category can be relevant for making care visible, considering that women are traditionally responsible for caring tasks. The author proposes a visual representation of this concept.

<http://genderedinnovations.stanford.edu/case-studies/transportation.html#tabs-2>

Check

DEFINE PLAN ACT CHECK

A policy cycle or programme should be checked both during — monitoring, and at the end — evaluation, of its implementation.

Monitoring the ongoing work allows for the follow up of progress and for remedying unforeseen difficulties. This process should take into account the indicators delineated in the planning phase and realign data collection based on those indicators.

At the end of a policy cycle or programme, a gender-sensitive evaluation should take place. Make your evaluation publicly accessible and strategically disseminate its results to promote its learning potential.

Example of monitoring and evaluating gender in transport

The Asian Development Bank's *Gender Tool Kit: Transport, Maximizing the benefits of improved mobility for all*, (2013) provides guidance for transport sector and gender specialists. It draws attention to the gender dimensions of transport, and how to mainstream gender equality issues into transport project design, implementation and policy engagement. It guides users in designing project outputs,

activities, inputs, indicators and targets to respond to gender issues in transport. The guide includes a specific section on gender in design and monitoring frameworks for transport projects.

<http://www.adb.org/sites/default/files/institutional-document/33901/files/gender-tool-kit-transport.pdf>

The existence of gender-related differences in mobility behaviour patterns has already been proved by a number of studies. In 2013, 'Forschungsförderungsgesellschaft' (Austria) Gender aware mobility quality contributed to the development of a comprehensive, gender-oriented evaluation model. This measures the mobility-related quality of a given location by considering transport-related evaluation criteria, specific weightings for group-related requirements and sustainable mobility styles, available data sources and different approaches for visualising mobility-related quality at locations. The toolkit, including the theoretical and methodological framework, is only available in German.

<https://dts.ait.ac.at/projects/gesmo/en/>

In 2001, Maramba and Bamberger published *A gender responsive monitoring and evaluation system for rural travel and transport programs in Africa: A handbook for planners, managers and evaluators*. The purpose of this handbook is to provide practical guidance for planners, managers and evaluators on the design and use of the monitoring and evaluation systems for the rural travel and transport program (RTTP), and to ensure these systems are gender sensitive, capturing the impact of RTTP interventions on both men and women. The handbook is designed to provide an overview of the general principles of monitoring and evaluation design for RTTP programmes as well as to ensure that the systems fully address gender.

<http://documents.worldbank.org/curated/en/2001/04/2801876/gender-responsive-monitoring-evaluation-system-rural-travel-transport-programs-africa-handbook-planners-managers-evaluators>



Practical examples of gender mainstreaming in transport

United Kingdom

The United Kingdom has taken a set of actions to ensure gender equality in transport. First of all, there is a set of statistics in transport that are gender disaggregated. Secondly, in 2000 the Department for Transport published the *Guidance and checklist for gender auditing*, which targets providers. The *Guidance and checklist* aims to support providers, and in particular the management, to carry out gender audits of their services and within the company. Furthermore, as foreseen by the 2006 Equality Act, in 2006 the Department of Transport implemented the 2007-2010 gender equality action plan, according to which all authorities in the field have to adopt a gender equality policy to promote gender equality and to eliminate gender discrimination and sexual harassment.

http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf

<http://content.tfl.gov.uk/gender-equality-scheme-2007-2010.pdf>

Sweden

In 2002, gender mainstreaming in public transport was declared one of the major objectives of the Swedish transport policy. Following the national policy objectives, in 2011 the city of Malmo began a process of mainstreaming gender in the sustainable transport policy. The municipality carried out a series of consultations with secondary school students, commercial employees and representatives of various free time activities, representatives of female-dominated workplaces, administrators and politicians to discuss gender issues in public transport. Following these meetings several measures have been implemented. One of these consisted of improving the safety of the public transport system, by taking measures such as removing bushes and shrubbery adjacent to bus stops and eliminating dark access ways, such as tunnels, to the stops. In Kalmar, night-time security has been improved by having night buses drop off passengers in between regular bus stops (nattstopp. = night stop), so that passengers (women and men) can be closer to their destinations.

Furthermore, in the recent planning process for two tram lines in Malmo, specific actions were designed to ensure that women and men participate equally in the planning process. For instance, specific methodologies have been designed to encourage women to make their voices heard during the planning meetings.

http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf

<http://www.includegender.org/gender-equality-in-practice/planning-and-urban-development/making-public-transport-gender-equal/>

Austria

The *Gender Mainstreaming Model Districts* is a relevant project aimed at promoting gender equality in the Austrian transport field. The project foresees the development of geographical information system-based analytic maps for all the municipal districts of Vienna, which aim to support gender mainstreaming in the decision-making processes on the footpath networks at district level. The maps include both strengths and weaknesses of the footway networks. With regards to strengths, maps show, for instance, the points where pavements imply a risk of accidents for pedestrians or where these are too narrow, etc.

The Urban Planning and Development department of the Municipal Department 18 regularly updates the maps.

<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008358.pdf>

Italy

Since 2005, Bolzano has been taking actions to promote gender equality in transport, paying particular attention to women's needs in terms of balancing family and working time. The first action, *taxi rosa* (pink taxi), involves the introduction of a dedicated taxi service for women during evening and night hours (from 10 p.m. to 6 a.m.). For women aged over 65 years old, the service is available from 8 p.m. to 6 a.m. The service foresees a discount of EUR 3/Journey. The second action involves the introduction of *parcheggi rosa* (pink parking), namely parking areas around the city exclusively for women. These areas are designed so that can be easily used by women: they are accessible (i.e. placed in the surroundings of public facilities and stores, do not foresee stairs, include near exits in the parking area, etc) and well lit.

http://www.civitas.eu/sites/default/files/civ_pol-an2_m_web.pdf

France

The French government has taken several policy measures to fight gender-based violence, and, in particular, sexual harassment on public transport means. On 9 July 2015, the French Government presented the national plan of action for fighting sexual harassment on public transport means. The fight against sexual harassment focuses on the following main priorities.

- The plan will define and measure sexual harassment and sexual violence in public spaces, and in particular in the public transport sector.
- It will also fight this phenomenon jointly with transport operators through: adapting the alarm system together with the transport actors and communicate it to all actors in this field; training professionals in the transport sector to deal with sexual harassment and sexual violence in the transport sector and to guide victims of such violence; innovate the organisation of the public transport system to better take into account women's needs (e.g. stops on demand, longer hours of the public transport means, etc.); reducing the exposure of both women and men to sexual commercials (slogans, images, etc.).
- The plan will improve the knowledge of public institutions on this phenomenon so they can better recognise it and deal with it by: organising a national awareness-raising campaign constructed jointly with civil society; integrate fighting against sexual harassment with the public policies for education to equality and sexuality; ensure a better application of the law; ensure the necessary human and financial resources to implement the national action plan.

In addition to the plan, a national awareness-raising campaign against sexual harassment on the public transport means has been implemented by the French Government.
<http://www.haut-conseil-egalite.gouv.fr/violences-de-genre/actualites-69/article/harcelement-sexiste-et-violences>

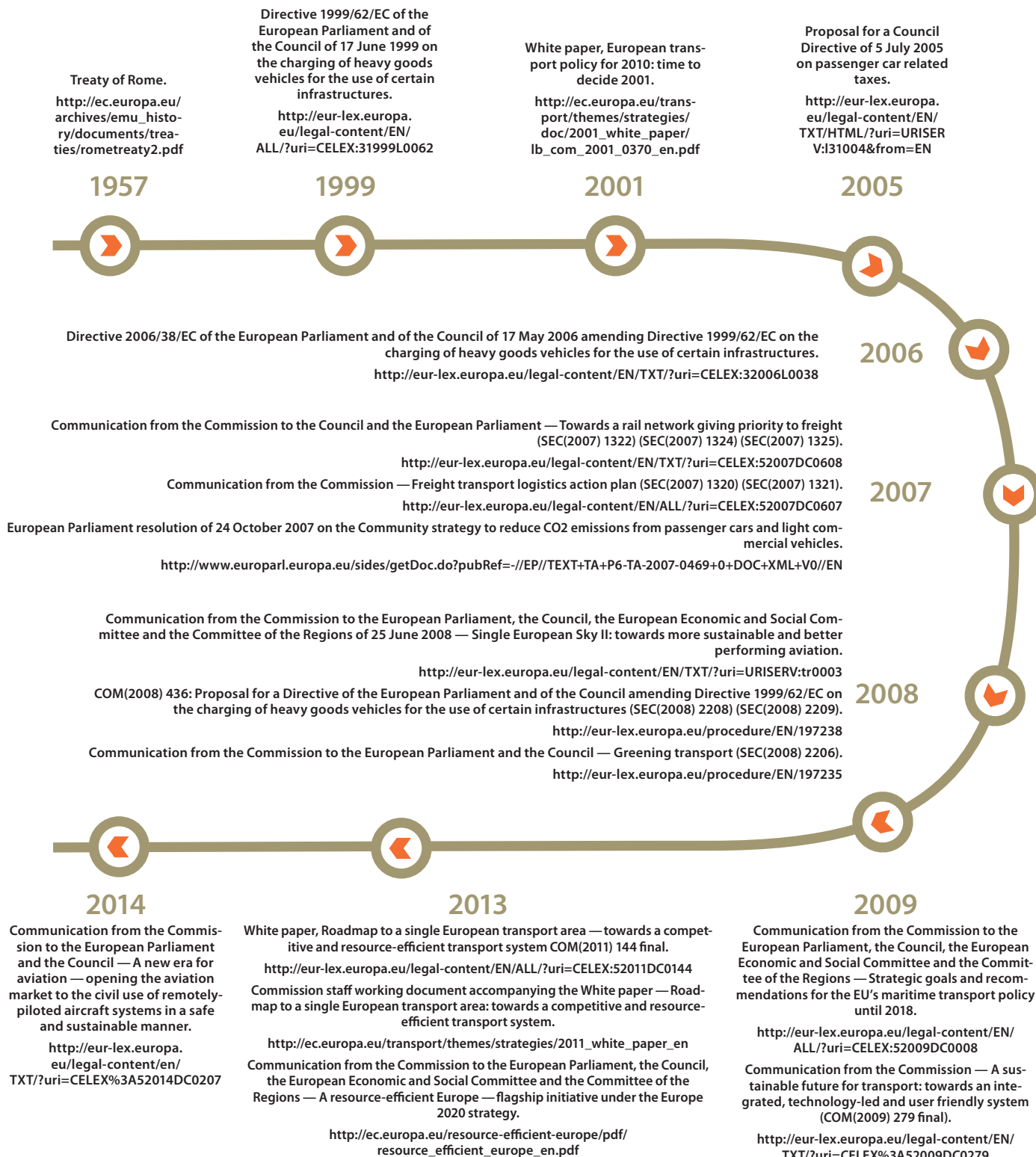
<http://www.haut-conseil-egalite.gouv.fr/violences-de-genre/actualites-69/article/lancement-de-la-campagne>

<http://femmes.gouv.fr/harcelement-transports/>

5. Want to know more?

Timeline

The key milestones of the transport policy are presented below.



6. Current policy priorities at the eu level

The 2011 roadmap to a single European transport area: towards a competitive and resource-efficient transport system, sets the main priorities of the EU transport policy: (i) reduce the EU's dependence on imported oil; (ii) achieve essentially CO₂-free city mobility in major urban centres by 2030; (iii) cut transport carbon emissions by 60 % by 2050 ⁽²⁸⁾.

In detail, the roadmap identifies the following goals for guiding policy action:

- reduce the use of petrol and diesel cars in cities by half by 2030, phasing them out completely by 2050 and achieve CO₂-free city mobility by 2030;
- increase the use of low-carbon sustainable fuels in air transport to 40 % by 2050;
- reduce EU CO₂ emissions from ship fuels by 40 % by 2050;
- switch 30 % of road freight travelling over 300 km to rail and waterborne transport by 2030, and over 50 % by 2050;
- triple the existing high-speed rail network by 2030, the majority of medium-distance passenger transport should go by rail by 2050;
- establish a fully functioning, EU-wide Trans-European Transport Network (TEN-T) core network integrating all forms of transport by 2030;
- connect major airports to rail and core seaports and rail and inland waterways by 2050;
- introduce traffic management systems for the various modes of transport, such as rail and road;
- develop a multimodal transport information management and payment system by 2020;
- halve road casualties by 2020 and reduce these to almost zero by 2050;

- fully apply the 'user pays' (i.e. those who use infrastructure pay for it) and 'polluter pays' (i.e. those who pollute pay for it) principles ⁽²⁹⁾.

As to TEN-T, the main specific current policy priorities foresee the completion by 2030 of the Core Network, structured around nine multimodal Core Network Corridors and, by 2050, of the Comprehensive Network in order to facilitate accessibility to all European regions ⁽³⁰⁾.

Transport is one of the focuses of the Europe 2020 strategy. The resource-efficient Europe — flagship initiative aims to increase certainty for investment and innovation by forging an agreement on the long-term vision and ensuring that all relevant policies factor in resource efficiency in a balanced manner. It provides a long-term framework for action in many policy areas, among which is transport. When it comes to transport, the initiative seeks to create a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment by 2050 ⁽³¹⁾.

Furthermore, transport initiatives are also the core focus of the Connecting Europe Facility for Transport and TEN-T programme, which aim to support investments in building new transport infrastructure in Europe or rehabilitating and upgrading existing infrastructure ⁽³²⁾.

⁽²⁸⁾ <http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1445868055270&uri=URISERV:tr0054>

⁽²⁹⁾ <http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1445868055270&uri=URISERV:tr0054>

⁽³⁰⁾ <https://ec.europa.eu/inea/connecting-europe-facility/cef-transport>

⁽³¹⁾ http://ec.europa.eu/resource-efficient-europe/pdf/resource_efficient_europe_en.pdf

⁽³²⁾ <https://ec.europa.eu/inea/connecting-europe-facility/cef-transport>



7. Resources

Selected policy documents relevant to research

White paper, *Roadmap to a single European transport area — towards a competitive and resource-efficient transport system*, 2011.

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:EN:PDF>

Gender equality relevant policy documents

Commission staff working document accompanying the White paper — *Roadmap to a single European transport area — towards a competitive and resource-efficient transport system*.

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2011:0391:FIN:EN:PDF>

Communication from the Commission, *A sustainable future for transport: towards an integrated, technology-led and user friendly system* (COM(2009) 279 final).

https://ec.europa.eu/transport/themes/strategies/2009_future_of_transport_en

European Economic and Social Committee, Opinion of the European Economic and Social Committee on women and transport, 2015.

<http://www.eesc.europa.eu/?i=portal.en.ten-opinions.35338>

Selected references of studies on gender issues in transport

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