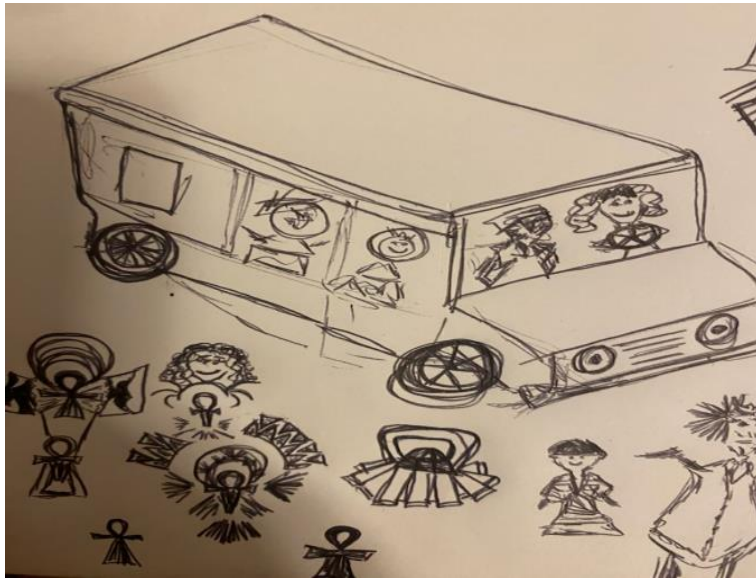


Mind the Gap in Gendered Dimension of Transport in the Cities: Limitations and Achievements



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Conceptualization of transportation

- A broad conceptualization of transportation entails **more than the movement of people, goods and services from point A to point B**, to incorporate **expressions of power relations** in the community.
- This is so because **transport facilitates the access to essential resources** such as education, employment, healthcare and other facilities that enhance economic wellbeing.
- Consequently, **provision of transport services can be used as a tool either to empower or to disenfranchise** certain sections of a community.

Objective and Purpose

- **Objective**

To create **more awareness** of the **importance of gender in transport and mobility planning and design** by identifying gender differences in behavior, views, and challenges that the users are facing in their daily lives.

- **Purpose**

To draw the **attention on the necessity of securing inclusive sustainable development** and **inspire researchers and policy advocacy** to address those needs.

GENDER INCLUSIVE TRANSPORT AND SDGS

- Although there is **no independent** SDG for sustainable transport in the Agenda, it is **incorporated into many of the proposed SDGs**, particularly those **related to food security, health, energy, infrastructure, cities and human settlements, and climate change**
- Most, if not all, SDGs require transport and infrastructure to be met

GENDER INCLUSIVE TRANSPORT AND SDGS

- **Direct transport strategies** (SDGs 3, 7.9.11 &12) entail: five targets that are directly related to transport.

Road safety (Target 3.6),

energy efficiency (Target 7.3),

sustainable infrastructure (Target 9.1),

urban access (Target 11.2), and

fossil fuel subsidies are all directly affected by transport (Target 12.c).

This underlines that sustainable transport is not required just for its own purpose but **is required to help accomplish a wide range of SDGs.**

Indirect transport strategies (SDGs, 2,3,6,11,12,13)

seven targets that are **indirectly related to transport**:

agricultural productivity (Target 2.3),
air pollution (Target 3.9),
access to safe drinking water (Target 6.1),
sustainable cities (Target 11.6),
food loss reduction (Target 12.3),
climate change adaptation (Target 13.1),
and climate change mitigation (Target 13.2).

Gender equality has been pitched as a **key driver** for the economic growth of a country. Hence, the countries should strive towards seriously considering it as a **developmental agenda**.

- Transport and Communications Bulletin for Asia and the Pacific No. 91, 2021 **Gender, Inclusive Transport and Sustainable Development Goals: A Legal Perspective to**
- **Transport Policies** Aakriti Singhai and Krati Singhai

GENDER DIMENSION TO TRANSPORT 1

- Is transportation gender neutral?
- **“Transport is not gender-neutral”**. the main takeaway from a high-level gender discourse conducted by the **World Bank** and the World Resources Institute during the **“Transforming Transport 2018”** conference Washington,
- **Most planners and decision-makers** consider transportation as **gender neutral**. but the **regulations** in most countries are **blatantly gender blind**.
- **the number of women in leadership positions is still minimal in the transportation sector and, even when in leadership roles**, women often found themselves continuing to battle the same **stereotypes** that made it so difficult for them to secure their positions in the first place+.
- In **Europe** for example **only 22% of women** and men 78% are working in the **transport sector**



<https://urbanmobility.ria.org/two-cities-bridging-the-gender-gap-in-transportation-and-the-women-leading-it/>

<https://urbanmobilitycourses.eu/course/gender-differences-in-urban-transport/>

GENDER DIMENSION TO TRANSPORT 2

- The **gender equality perspective has been neglected in the research and design** of political solutions both nationally and internationally.
- **gender specific data** is usually **not collected**
- Many **urban transport professionals** are not aware that gender is one of the **key determinants** of **modal choice** and **travel behavior** this **created an unconscious bias** towards the **dominant male travel patterns and preferred modes**.
- Gender is **not a 'core competence'** **among urban municipal organizations or managers**, who are **preoccupied with providing basic services**.
- **Gender expertise** is thought to **fall under the purview of traditional women's programs/agencies** like women and child development

GENDER DIMENSION TO TRANSPORT (3)

Women make up most people who utilize public transport around the world, but **numerous social structural obstacles limit their mobility.**

The **structural inequality in society is mirrored in transport and mobility:**

- **Main elements that determine women's transport *accessibility* is **cost, personal Security, time; poverty, cultural perceptions and spatial location** also play a vital role**
- 80 per cent of women **fear being harassed** in public places
- women may **not go without a male chaperone** or must **dress 'decently'** to avoid harassment. Or **may forego better job chances further away from home** in favor of **lower-paying local opportunities** , **girls may drop out of school** due to a lack of dependable and affordable transport.
These ideas are also **internalized by women**, which may further **limit their mobility.**

. GENDERED TRANSPORT NEEDS and Priorities

- significant differences between women's transport demands and experiences, as opposed to those of men—differences in access to private transport, in patterns of commuting and employment, in child-care and elderly care responsibilities, in basic attitudes to private and public transport - to justify treating women separately.
- Within that group '**women**' there are highly important **distinctions which depend** - for example - upon **income, age, and household, elder- and child-care responsibilities, ethnicity, and employment status, degree of disability, location, class and education** these variances are marked by Persistent inequality.
- In any given metropolitan environment, **women bear a bigger share of their Household's travel burden** and make **more trips related to reproductive and caretaking tasks**.
- **Mobility is critical to women's empowerment** since it **allows them to access opportunities** as well as **challenge patriarchal restraints**.
- Furthermore, **women's mobility improves access to occupations in low-income homes, enhancing their family's prospects of overcoming poverty**.
- Assessing transport attributes, men and women **have distinct priorities**.
- **Women's worries are centered on personal protection** and aspects connected to their **wellness while on the road, such as comfort, courteousness, and hygiene**, whereas men's concerns are **focused on speed, often at the expense of service or personal security**. Despite the fact that "women and men experience cities in different ways," gender is frequently disregarded in transport design.
- **social duties within families continue to limit them, perpetuating dualism and multitasking in their lives**
- **Fear of harassment** and assaults also mean that **women worry more than men about which routes to take and what time they travel**

2. Global Gender Variations in Mobility:

Key gender differences in travel Patterns and Modes

Transport and Gender in MENA Region and Lessons Learned

Global Gender Variations in Mobility:

Key gender differences in travel patterns and modes

- International research reveals that, **structural gender differences in society influence women and men's travel behavior**, and modal choices and perception.
- These gender differences are linked to a number of structural gender inequalities in society such as – **gender power gap, gender work participation gap, gender pay gap, unpaid care work gap and parental leave gap**.
- Men and women have **different trip patterns**. Women's participation in the labor market is lower than men's and **women oversee 75% of the unpaid care work in the world**. This means women are more likely to trip chain making several; shorter trips while carrying groceries and/or accompanying children or older family members.
- **Men's trips** are more likely to be individual trips commuting to and from work. The male trip pattern has shaped our transport policies and transport systems. This means our transport networks and **systems do not serve women's needs for multiple**, shorter trips in off peak hours.

Global and local findings on *gender differences in mode choice, travel patterns and concerns when traveling.*

- **Women walk and use public transport** (especially busses and metro) more than men
- **Men cycle significantly more than women** and Women only cycle if the cycling **infrastructure** is safe However, when cycling infrastructure is safe and coherent we see **that women and men cycle equally** as much and **Copenhagen is the only capital where more women than men own a bicycle.**
- High-quality bike infrastructure helps close the gender gap. In European cities known for their bikeways, like Amsterdam and Paris, the **gender gap is on parity**

Men drive more cars, cycle and use *new mobility services* like car sharing, ridesharing, bike sharing and e-scooters more than **women who are passengers** than drive themselves. Men are also more likely to have a driver's license and have access to a car than women

- **Women trip chain and accompany children and other family members** more than men

Men to a greater extent than women *commute individually* from A to B

Women fear harassment and assault more than men and it influences their mobility

Women to a greater extent than men have consideration related to *sustainability*

Both Men and women use local train and tram/light rail and taxies equally much

Global and local findings on *gender differences in mode choice, travel patterns and concerns when traveling* (2)

One of the **key differences** in travelling between women and men is in the experience of travelling specifically about the **feeling of safety** and **personal security**.

Women more than men **worry about harassment** and think about **the route** and the **time of day travelling***

The general research also shows that women more than men feel uncomfortable **walking to and from and waiting at public transport in the evening/at night****

Gender inequalities in mobility demands are especially prominent in developing nations, necessitating gender-sensitive policy solutions.

• [*https://urbanmobilitycourses.eu/courses/gender-differences-in-urban-transport/](https://urbanmobilitycourses.eu/courses/gender-differences-in-urban-transport/)

• [** https://womenmobilize.org/wp-content/uploads/2021/07/Gender-and-mobility_report-komprimiert.pdf](https://womenmobilize.org/wp-content/uploads/2021/07/Gender-and-mobility_report-komprimiert.pdf)

The global results on local differences

- **Copenhagen:** 60% more women than men use bus for “Leisure trips in the city daytime – shopping, café, museums etc.”
- **Stockholm:** 33% more women than men use bus for “Leisure trips in the city daytime – shopping, café, museums etc.”
- **Helsinki:** 120% more women than men use bus for “Grocery shopping”, and 57% more women than men use the bus for “Visiting friends and family locally”
- **Oslo:** 31% more women than men use the bus for “Going to and from work”
- **Berlin:** 56% more women than men use bus for “Running household errands (other than groceries)”

- **Singapore:** 18% more men than women use the metro for “Going to and from work.
- In **France**, women account for about **two-thirds of public-transport passengers.**
- In **the United States**, **55 per cent of public transport passengers are women.**
- In Germany, women make use of public transport more than men (Hasson and Polevoy, 2011).

Gender and Transport in MENA.

Transport plays a key role in accessing economic resources, education, health and other elements necessary for enhancing women's empowerment.

In the Middle East and North Africa (MENA) region, like in many other developing regions, **women's mobility is constrained by limited transport supply and also by social factors that can reduce women's access to the outside world.** There is however a **paucity of gender-disaggregated data for transport planning** that adequately reflects and helps meet gender differences, thereby often **limiting gender responsive measures.**

- <https://documents1.worldbank.org/curated/en/220381468278678436/pdf/841710WP0Gende0Box0382094B00PUBLIC0.pdf>

Lessons Learned from the MENA Studies

- ***It is important to look beyond stereotypes about socio-cultural constraints on women's mobility.*** . The findings suggest that **access to transport can facilitate access to education and economic opportunities which can contribute to greater mobility, autonomy, and empowerment even in contexts with strong socio-cultural constraints on women's mobility**
- ***The findings underscore the importance of looking at differences in travel patterns and constraints among women (and among men) based on socio-economic status, age, location***
- ***Poor women & men living in the urban periphery of cities have limited transport access and poor security which constrain economic and educational opportunities, esp. for women.***
- ***Wealthier residents near the wealthier city center enjoy better transport, higher paying jobs, & education.***

Lessons Learned from the MENA Studies (2)

- *It is important to look at the **links between rural and urban areas** as well as the differences between them.* Given the importance of the linkages, in the longer term, **integrated transport systems**, will be needed to facilitate access of poor men and women rural and urban periphery residents to urban markets, services, and economic opportunities.
- **Fragile political contexts and conflict-affected settings, such as the West Bank, present special mobility and access challenges to men and women that require targeted analysis. Post conflict or political transitions such as those occurring in a number of MENA countries can offer opportunities for positive change gender relations and women's economic empowerment.**

3, Key Findings for Gender and Urban Transport in International Research

Influencing Factors Women's and Men's Travel Patterns:

- ***Socio-cultural restrictions*** constrain women's but **not men's travel** in all three urban areas. (*Sanaa, Casablanca and west Bank*)
- In Sana'a and Casablanca, ***socioeconomic status***, and
- ***central or peripheral location in urban areas*** also affect travel patterns and choice of mode for women and men.
- In the **West Bank**, checkpoints constrain **men's and women's travel and transport mode** choice from villages and towns to cities and within urban centers.*
- In **Helsinki** in transport choices and possibilities many ***historical patterns and unconscious biases*** are still having an impact on the way we travel today.**

• [*https://documents1.worldbank.org/curated/en/220381468278678436/pdf/841710WP0Gende0Box0382094B00PUBLIC0.pdf](https://documents1.worldbank.org/curated/en/220381468278678436/pdf/841710WP0Gende0Box0382094B00PUBLIC0.pdf)

• [** https://womenmobilize.org/wp-content/uploads/2021/07/Gender-and-mobility_report-komprimiert.pdf](https://womenmobilize.org/wp-content/uploads/2021/07/Gender-and-mobility_report-komprimiert.pdf)

3. Key Findings for Gender and Urban Transport in International Research

- *Mode and Purpose of Transport*
- *Availability and Reliability and Quality*
- *Affordability*
- *Road Safety and Security*
- **Key Findings in Cairo Transport (Egypt)**
- **Gender constraints on travel and access to transport:**
 - Legal Perspectives
 - **Discriminatory practices**

Mode and Purpose of Transport

Gender is typically a stronger factor than age or wealth when consumers have to choose which mode of transport to take (private automobile, public transport, cycling, walking, etc.).

The type of transport women take may differ too. **Public transport and non-motorized transport options** are the most commonly used by women in **low- and middle income countries** and women are **less likely to own private** vehicles.

• <https://www.tandfonline.com/doi/abs/10.1080/01441640500175615>

Mode and Purpose of Transport

City	Women more	Both men & women	Women less	Notes
Casablanca	walking	car		
Sanaa	Walking			
Casablanca	Public transport			
Sanaa			Public transport	
Helsinki	Passenger in car		women's continuously poorer access to the most expensive modes of mobility. Less owners	Historically working men often controlled use of expensive bicycle in family, in beg. of the 20th century
Danemark	woman walks, cycles and uses public transport bring children to school & kindergarten, food shopping run errands		Drives car owned	
Egypt	Low income use train		male family members were more likely to use car owned	
Delhi/India	Walk to work			Informal settlement
Singapore	dropping children to school, shopping, dining, and leisure		37% travel f. work purposes	<i>cultural values and mindset</i> impact travel pattern Men travel alone and destination to work

Availability and Reliability and Quality

- : *Casa Blanca, Sanaa, West bank*
- In all three areas, men and women complain about ***irregularity of public transport.***
- In Casablanca and Sana, services cannot meet growing demands;
- Old Sana'a has adequate transport ***but the urban periphery is poorly served***
- the West Bank, check points impede service.
- Passengers in Casablanca and West Bank are most concerned about the dilapidated, dirty state of public transport vehicles and terminals;

- In Helsinki **“Historically Finnish transport system hasn't promoted all mobility choices equally”**, Tiina Männistö-Funk says.
- Since the mid-twentieth century, city-planning has **encouraged moving in a fast and efficient way promoting the car-centric city planning.** **Ignoring** sustainable mobility choices and other feminine mobility patterns
- Nowadays **sustainability of all forms has become a focal element in transport planning.**

Affordability

City	Women more	Both men & women	Women less	Notes
Casablanca		Affordable for good income only	<p><i>Socio-cultural norms norms limit womens ability to negotiate fares with drivers</i></p> <p>Drivers often charge above standard rates, particularly for poor roads</p> <p>Women often pay higher fares per trip because they need to change buses and pay several fares.</p>	
Sanaa				
West Bank				
Sweden		<p>Less affordable for Uneducated low income <i>non Caucasion</i> origin</p>		<p>Decision makers & planners mostly highly educated middle class believe have knowledge of other socio-economic groups.</p>
Berlin			<p>Carpooling when traveling with older family members or children.</p>	<p>ride pooling service does not include the option for “family tickets”, App no child seats</p>

Road Safety and Security

City	Women more	men & women	Women less
Casa Blanca		pedestrian environment is unsafe due to lack of sidewalks & crossings esp. urban periphery is dangerous. Poor vehicle maintenance, & unsafe driver behavior leads to accidents	Security is a serious mobility constraint due to verbal & physical harassment & theft in public spaces Body checks at check points in west bank
Sanaa			
West bank			
Berlin			new mobility services do not cater for people traveling with children or other family members.
India			Sexual harassment, violence, and poor infrastructure

Key Findings in Cairo Transport (Egypt)

A. Women's travel patterns

- 1. Women make more **diverse trips** in comparison to men
- 2. Women **spend approximately two** hours in their daily commute
- 3. **High travel costs** limit women's choices of transport alternatives
- 4. Women face more **insecurity** at night
-

B. Women's experience in stops and vehicles Security

- 1. Women surveyed face **harassment** in different modes of transport
- 2. **Operators are often complicit** in harassment
- 3. Women sometimes pay more for improved safety
- 4. **Women-only cars** are linked to improved safety
-

Infrastructure

- 1. **Transport facilities** are not accessible
- 2. **Streets lack safe and comfortable** facilities for walking
-

C. Women in the transport workplace

- 1. Women are **rarely** included in the transport workforce
- 2. Operators **attitudes prevent women** from participating in the transport industry

GENDER CONSTRAINTS ON TRAVEL AND ACCESS TO TRANSPORT

- **LEGAL PERSPECTIVE**
- **Mobility** is a fundamental precondition for women to get access to income and resources, and therefore to be economically and socially empowered. It is linked to women's asset ownership and engagement in the workforce.
- More than **2.7 billion women** around the world are **legally barred** from having the same career Opportunities as males.
- **Women's employment in transport is now restricted in 19 economies, and Sexual harassment in public areas is not prohibited in 177 economies** (World Bank, 2018).
- In many countries, **legal limitations restricting women's freedom** to choose where they go, travel, and live still exist.
- **In Egypt Only 1 out of 50 employees** in the **transportation workforce** is a woman.
- <https://africa.itdp.org/wp-content/uploads/2022/11/Gender-Report-230306-.pdf>

Discriminatory practices

- Exclusionary norms and conditions, perpetuated by historical factors of gendered division of power and labour in the household and patriarchy, **contribute to economic marginalization and disempowerment of women in public road transport.**
- **women entrepreneurs** are subjected to physical, sexual and economic violence by men, thereby **intimidating** them (women) **from income generating opportunities**
- In Middle East, Africa and Arab region, there still exist some discriminatory **practices patriarchal structures** and ideologies in **some countries** that **restrict independent travel of a married woman, sometimes requiring consent of a guardian or husband** due to customary reasons
- **Freedom of mobility**, a fundamental right , is **restricted to women by social norms**
- In **Egypt**, most **people cycle in the cities** of the governorates of Asyut, Sohag and Port Said. **However, outside the center**, women face more limitations
- **Stereotypes** result in the **stigma around biking and virginity** – a common fear that **biking will break a girl's hymen** – and the **general perception that a woman's posture looks "too sexy" on a bike.**

4. Gendered Impacts in Transport

4.1. Gendered impact of **poor** transport

4.2. Socio-economic impacts of **access** to
transport

GENDERED IMPACTS in TRANSPORT

GENDERED IMPACT OF POOR TRANSPORT

- **Effect on Economic Potential**
- According to the McKinsey Global Institute, **if women were to play an equal role in labor markets, the global economy could grow by US \$ 28 trillion by 2025** (McKinsey Global, 2005) Yet, women's participation in the workforce remain low in many countries.
- The ILO has identified **lack of transport as a barrier to female labor force participation in developing countries**, leading to women's **reduced labor force participation** by an estimated **16.5 per cent**. Low carbon gender-responsive transport solutions could help meet this challenge.

• https://static1.squarespace.com/static/60d997f2ecd20831960869e0/t/61891a1938b23d1c3a6f82b8/1636375067451/2X_ClimateTaskforce_SustainableTransport_v8.pdf

•

GENDERED IMPACT OF POOR TRANSPORT (2)

- **Public transport is a critical enabler of women's economic empowerment** The inadequate provision of mobility services for women can be linked to the **falling female labor force**,
- When public transport is unreliable or pricey, **women may forego better job** chances further away from **home in favor of lower-paying local** opportunities
- Many educated women **have given up aspirations for employment**. In the peripheral areas of **Sana'a and Casablanca**, lack of transport services limited opportunities, particularly for women. Cases in urban Oman, Bangladesh, Indonesia, and Turkmenistan
- **Lack of Mobility Makes It Difficult for Women to Access Work**
- Studies have shown that women in **Egypt are far less likely** compared with men to **migrate for employment**, A study found that **private-sector employment** for both men and women, but particularly for women, **drops steeply** when it **requires a 30-km commute or farther**.
- https://www.rand.org/pubs/research_reports/RR2868.html

GENDERED IMPACT OF POOR TRANSPORT [3]

- **Rising Fear of Traffic Safety and Sexual Harassment**
- **Sexual assault** in cities has become a severe issue as a **result of increased urbanization and a lack of protection and security** in public spaces and public transport.
- In **Egypt, 25% of public transport passengers are women.** Considering the economic impact of various responses, including legal redress, modification of one's route, and travel with a companion, and absenteeism at school, **the overall cost of gender-based violence on public transport in Egypt was estimated to be EGP 241 million in 2015.**
- **The country experienced a loss of EGP 329 million due to harassment** in public spaces.
- The study shows that streets and public transport are where women are most at risk.
- **Unequal Employment in Transport Sector**
- **Only 17.5 percent of women work in urban public transport in the EU,** and the proportion is **much lower when it comes to decision-making** positions (Gonzalez, 2018). An increase in the number of women working in transport will broaden the talent pool and strengthen the sector's ability to connect all users.

GENDERED IMPACT OF POOR TRANSPORT (4)

- **Poor Transport has gendered impacts on human health and wellbeing.**
- Transport plays a significant role in either exacerbating or improving the relative disadvantage of women. The following aspects of transport may have particular gender dimensions: **women's transportation of heavy loads over long distances; inadequate road safety for pedestrians; contamination through air pollution; sexual violence** against women in transport systems and remote areas; and **speeding** in cars..
- Poor transport options **limits access to health recreational and sports facilities, restricting both quality of life and 'life chances'**.
- Transport or the lack of it can **also impact** directly on women's **physical and emotional wellbeing**. There are obvious health risks associated with waiting for long periods in inclement weather, particularly for older women, and **respiratory problems triggered by traffic pollution and poor air quality**.
- Some of the problems of travelling by public transport affect women's **wellbeing** by producing strong, **negative emotions**. Long waits after a tiring day produce frustration and anger.
- **Air pollution** caused public **transport vehicles that are not properly maintained** or environmentally friendly, can also **seriously impact on a woman's maternal health**
- <https://www.gendercc.net/gender-climate/transport.html>

GENDERED IMPACT OF POOR TRANSPORT (5)

- **Lack of transport severely limits women **access to education****
- One third of the women interviewed said that the lack of transport facilities deprives them of access to education.
- **Poor transport results in Unsustainable urban planning**
- The **lack of women's voices** in the planning process and **decision-making contributes** to transportation systems that *disregard the mobility needs* of women and care work and *marginalizes women's interests and needs.*
- <https://www.gendercc.net/gender-climate/transport.html>

Socio-Economic Impacts of Access to Transport

- Numerous case studies, revealed how complementary interventions in the transport and other infrastructure sectors can facilitate women's access to a broad range of socio-economic opportunities and services and thus contribute to **promoting the empowerment and general welfare of women.**
- **Women gain positive indirect benefits from improved transport including reduced domestic burdens and increased literacy.**
- **Increase time savings for women and girls**
- **Increasing access to public transport to reduce emissions:**
- Womens use of minibuses and cars. Improving public transport systems – and offering services that meet women's needs – *can be more sustainable and beneficial for all the use of energy and emissions from passenger transport would decrease by 29 per cent.*
- **Policy approach towards transformed sustainable transport systems** As more women are entering the **decision-maker roles**, transportation planning **networks are shifting less towards men commuting to work** and are implementing policies aiming at improving gender equality and favouring walking, cycling and public transport

Indeed, we know **companies** that **perform well on sustainability and gender diversity measures, and place women at the forefront of transitional issues, are more profitable.**

https://www.academia.edu/8254634/IMPACT_OF_IMPROVED_COMMUNICATION_ON_WOMENS_TRANSPORT_NEEDS_AND_EMPowerMENT_IN_BANGLADESH

https://static1.squarespace.com/static/60d997f2ecd20831960869e0/t/61891a1938b23d1c3a6f82b8/1636375067451/2X_ClimateTaskforce_SustainableTransport_v8.pdf

Socio-Economic Impacts of Access to Transport (2)

- **Gender-smart design interventions may also support a modal shift:** Features such as **wider pavements, pedestrian-friendly traffic lights, special lanes** for rickshaws and **bicycles, women-only rail** (depending on the cultural context) and **design of buses to ensure enough space for prams**, are just the start.
- **Increase the resilience of transport systems:**
- Increasing resilience of transport systems ***to extreme weather events*** and climate change impacts requires strengthening existing networks and **investing in new infrastructure that is resilient by design**. This needs to be done in the overall context of a transport plan that **takes into account the needs of both women and men**. If this is not done, there is a risk of perpetuating current social and economic inequalities that lead to women being more vulnerable to the impacts of climate change.

5. GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT

- **Policy approach**
- **Physical design Approach**
- **Sensitization Approach**
- **Urban Planning Approach**
- **Personal Security Approach**

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GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (!)

Success country cases from Urban Gender and Transport Studies

Policy Approach (1)

- ❖ The 2010 objectives for **Swedish transport policy** and institutions aimed for a **gender-equal transport system**. The city of Malmö created public transport with gender equality in mind, including **public consultations**, design and system reviews, service schedules, and feedback, among other things (Polk M., 2003).
 - ❖ **“World Bank. 2022. India - Toolkit for Enabling Gender Responsive Urban Mobility and Public Spaces..**
 - This toolkit is intended to bridge the knowledge gaps between policy making and program implementation for gender-responsive urban mobility and public space in India and is divided into two volumes, the first volume focused on high level **guidance for policymakers**, while the second provides a ‘**How-to**’ guide including practical tools for implementing
 - **Gender Mainstreaming Policies in London Public transport**
 - introduced gender mainstreaming policies by consulting with over 140 women’s groups across London and creating a comprehensive **action plan** that addresses **five key categories: accessibility, safety and security, affordability, information, and employment**
 - To address employment in the transport sector, Action on Equality” (2016– 2020) promotes increased access to transport services for women and equal employment opportunities.
 - ❖ **In Lagos (Nigeria), women are recruited as drivers for a high-capacity Bus Rapid Transit system (BRT).**
 - These women established a great track record of safety and professionalism encouraging Lagos Metropolitan Area Transport Authority to strive for full gender parity among its bus drivers in the future (SSATP Report, 2012).
- Transport and Communications Bulletin for Asia and the Pacific No. 91, 2021
- **Gender, Inclusive Transport and Sustainable Development Goals: A Legal Perspective to Transport Policies** Akriti Singhai and Krati Singhai

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (2)

Policy Approach (2)

The Egypt Transportation Policies

- **Greater Cairo Metro Line No.4 Project (Yen Loan)**
- in 2002 indicated that the rate of transportation use by women is much lower than that for men in Cairo. The report attributed this disparity to the undeveloped public transportation system, which does not necessarily ensure the safety and comfort of women, adding that it also stemmed from traditional norms in an Islamic society. <https://openjicareport.jica.go.jp/pdf/12305181.pdf>
- In Cairo, to address the pervasive risk of sexual harassment in public space. **Women-only cars in the metro** were introduced in **1989**, two years after the first metro line was commissioned
- In **2013**, the government dispatched **policewomen onto the metro system to secure women's cars and** protect riders against harassers.
- In **November 2017**, the English Mass Transit company, which is contracted by Cairo's Transport Authority (CTA), launched a **female only bus service**. However, other CTA, minibuses, and microbus services in the city do not offer separate sections for women. <https://africa.itdp.org/wp-content/uploads/2022/11/Gender-Report-230306-.pdf>
-
- Cairo metro has **recruited Egypt's first female train drivers**, a novelty in a country where few women have formal jobs.
- **A study on gender equity in Greater Cairo's public transport system(2021)**
- The **Institute for Transportation and Development Policy (ITDP)** in partnership with the New Urban Communities Authority (NUCA), UN Women, and UN-Habitat **in planning a bus rapid transit (BRT) system in Greater Cairo**, undertook a study which included a series of surveys and focus group discussions with commuters in the city to develop a better understanding of the challenges women face while using the transport system.

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (3)

Policy Approach (3)

- **Fare Policies to support trip chaining**
- **Santiago** One way to support the need for **trip-chaining** is through a fare policy that has a **time window for travel**, allowing passengers to make multiple stops along their journey.
- In **Santiago**, there is an **integrated fare policy** that includes **all public transport modes in the city**, which includes all buses, metro lines and suburban rail.
- In **Seattle** with the Orca card, each passenger has a **two-hour window** for unlimited transfers.
- **London** The Oyster card in **London** gives passengers a **70 to 315 minute** maximum **travel window** depending on which zones they are traveling to and from. Within this time limit, the **second trip is free**.
- **London** also offers the **hopper fare policy**, which is a **one-hour bus and tram** ticket, to use two or more different buses within a 60 minute time frame without having to pay a separate fare each time.

• https://wedo.org/wp-content/uploads/2018/05/access_for_all_series_FINAL-FOR-WEBSITE.pdf

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GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (4)

Physical Design Approach (1)

Infrastructure that is **barrier-free and universally accessible**: removing steps from roadways and replacing them with platforms for baby carriages, baggage, and wheelchairs. Platforms have step-free access to trains, subways, and buses. Footpaths and bus stops that are lively, bustling, and well-lit **Last-mile connectivity** that is safe and secure, with attractive feeder networks, and so forth

- [Transport and Communications Bulletin for Asia and the Pacific No. 91, 2021](#)
- **Vienna** is a great example of how infrastructure may be changed to fit the needs of female users. In transport initiatives, the city prioritized women's needs by **enlarging walkways, installing ramps for strollers, and boosting lighting for safety** (Khanna M., 2020).
- **“Between two stops” service** Montréal, Québec, Canada –
- Effort to allow **ladies travelling alone at night** to request a stop between two standard stops from the bus driver. The woman must request one stop ahead of time, after which the driver evaluates whether it is safe to bring the vehicle to a stop at the requested location (Transport Plan, Montreal, 2007).
- **Buenos Aires: The Climate Action Plan for the City and the City Gender and Mobility Plan (2050) Reclaiming street space and closing the cycling gender gap**
- [The city's Gender and Mobility Plan addresses gender inequality in the transport and mobility environment in planning, also employment inclusion, mobility data, and awareness of gender issues, such as street harassment.](#)
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GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (6)

Physical Design Approach (3)

- **Successful Initiative in Karachi a Gender-smart climate finance investment in practice ensured the Karachi Bus Rapid Transit (BRT) Red Line** by ADB, AfD and AIIB (BRT) system **produces biogas from cattle waste & uses zero-GHG emission biomethane-hybrid buses. adapted to climate change** and aims to improve air quality. **The infrastructure** includes cycle lanes, a bike sharing system, last-mile connectivity with e-pedicabs, and improved pedestrian facilities.
- **Gender-smart climate finance by EIB and ADB in Pune and Bangalore metro systems**

The **new metro** lines aim to improve economic activity by enabling millions of sustainable passenger journeys every year **save 29 million hours in travel time**, while reducing GHG emissions and **improving air quality** in both cities. These time savings are critical for women **juggling both work life and unpaid care work**.

- **Equador Center transport hub in the City to enforce Women's safety**
- Quito, Ecuador, invested in the installation of a series of **kiosks** called “Cuéntame” in the main transport hubs of the city. **Women can go to Cuéntame to report complaints**. Serious offenses are transferred to the justice system and perpetrators have been prosecuted.

The second phase of the project involved setting up a **SMS reporting system that passengers** can use to contact the control center of the public transport system.

• https://static1.squarespace.com/static/60d997f2ecd20831960869e0/t/61891a1938b23d1c3a6f82b8/1636375067451/2X_ClimateTaskforce_SustainableTransport_v8.pdf

• <https://africa.itdp.org/wp-content/uploads/2022/12/Cairo-BRT-gender-study-181216-1.pdf>

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (5)

Physical *Design Approach* (2)

- **GENDER-RESPONSIVE PASSENGER RAIL SERVICES: THE CASE OF Egyptian National Railways**

Undertook a holistic assessment of the gender issues relevant to ENR's service design, operations and management to understand the different needs of female and male rail users in Egypt,

According to the EBRD study

99.3% of women in Egypt have experienced sexual harassment, most commonly in the form of touching or groping

82.6% of women in Egypt do not feel safe or secure in the street

86.5% of women in Egypt do not feel safe or secure on public transport, a UN Women study reports

69% of women in the EBRD survey are dissuaded from using the train to commute to work because of security concerns

33% of women in the EBRD survey commute to school or university

25% of women in the EBRD survey make their trips for family reasons

20% of women in the EBRD survey use rail services to commute to work compared with 40% of men

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (7)

Personal Security Approach (1)

Personal Security approach

- Reservation of seats for women in buses or separate women coaches in trains
- Wide aisle and gates, sufficient legroom, storage, pram space, etc.
- Suitable lighting, CCTV and panic button
- Women drivers, conductors, and security staff

Careem empowers Egyptian women drivers

- In support of 2017 being the “Year of Egyptian Women,” Careem has been a frontrunner for gender equality with the largest number of **female captains**. Many of female captains are based in **Cairo and Alexandria; Delta and Canal governorates**

Sharkeya Ladies Rides

- A widow in Zagazig town Shakeyaa organizing independently running a business of driving around women, relying on social media to promote her services, and on a conservative culture that is overly-protective of its women amidst widespread sexual harassment to make her business boom a much-needed service which quickly **grew from carpooling to organizing day trips for ladies**

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (8)

Personal Security Approach (2)

- **Ghana: Gender-smart sustainable transportation: women led ride-hailing and bamboo bikes**

Green Cab, a green taxi service in South Africa, is bringing climate-smart technology by investing in an all-electric fleet and also plans to offer a women-only driver service. The woman-founded, woman-led Ghana Bamboo Bikes produces and **sells bicycles made of bamboo – and more than half of its employees are women.**

- **Bangalore Metro; a gender and climate smart innovation enhancing women's mobility**

To make the **Bangalore Metro** a **workplace** that is more inclusive, diverse and attractive to women, **33 per cent of its positions as drivers** and station controllers will be filled by women. Crèche facilities are provided **for employees**, and women drivers have a separate recreational facility.

Security measures for women travellers include: dedicated **coaches for women; night-time patrols of platforms by security personnel** (including women security guards). Also, **closed-circuit television (CCTV) camera coverage** at parking and entrance areas are standard safety features of EIB investments.

And **solar-powered electric vehicles** will be provided to transport passengers between Metro stops and **final destinations to** ensure security **of last mile** of journeys.

Sensitization Approach (1)

Egypt Cairo: Tuk Tuk drivers (three wheeled taxi) join efforts to make the streets of Cairo safe for women

In November 2010, UN Women started the Cairo Safe City free of Violence against Women and Girls Programme to prevent and respond to sexual harassment and other forms of sexual violence against women in public spaces the programme engaged young male tuk tuk drivers through **sport, interactive games** and **art therapy** workshops. Once **sensitized about sexual harassment** and trained to prevent and respond appropriately, these **young men reached out to their peers** and **community members to raise awareness** about the issue.

<https://www.unwomen.org/en/news/stories/2018/1/feature--egypt-tuk-tuk-drivers-join-efforts-to-make-the-streets-safe>

Anti-Harassment Campaign for Making Public Transportation a Safer Place

The **Ministry of Transportation** in collaboration with **Ministry of International Cooperation** and **Agence Française de Développement** (ADF) is engaged in the '**National Anti-Harassment Campaign for Making Public Transportation a Safer Place**' as a multi-dimensional campaign to fight sexual harassment, with **focus on public transportation**. The campaign is composed of:

- Spreading out of message video **through social media**
- Awareness posters** in public spaces
- Live performances** (Frash Mobs) **Awareness advertisements on TV**

Sensitization Approach (2)

- Female Entrepreneurs and gendered smart innovation mobility within Biking

❖ **Tabdeel , a women led organization for female bike friendly streets**

Collectively re-designing the streets of Egypt to make Egyptian urban landscapes more bicycle friendly

Advocating for women's freedom of movement through research and data collection on bicycle use in Egypt

Cycling *culture activism* and the *question of climate change*

❖ **From bike rides to pink ribbons, Egyptian anti-violence campaigns : Women Bike rides in city of Zakaziq in Sharqya governate (2013)**

28 universities were involved in the Women, Leadership and **Empowerment initiative**, **Since it is uncommon to see** women ride bikes on the streets in places such as Zagazig, part of Sharqia municipality featured both **girls and boys taking part in a bike ride** from Zagazig Univ

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (11)

Sensitization Approach (3)

❖ **UN Women launched a “Transit Campaign**

From play-acting to real-life action: a journey to end harassment on public transit in Egypt. The campaign is in partnership with three youth group [Imprint](#), [Noon](#) and [Nefsi](#). **to sensitize micro-bus drivers on their role in stopping harassment,** got drivers to place stickers on the seats **to advertise a hotline for complaints and the Ombudsman’s Office in the National Council for Women**

Urban planning Approach

- • 2002 - Mariahilf district in Vienna was designated a gender mainstreaming “pilot district”.
- • 1996 - The European Union prioritized **gender mainstreaming** and funded 60 networked Projects.

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (12)

Vienne Women's friendly Public Transport An Urban Planning and Physical Design Approach

Urban Planning Approach

Almost two decades ago, the City of Vienna, Austria, established a **Women's Office**. Its role was to look into **gender-responsive urban planning**, and ensure that the 4Rs – **representation, resources, reality, and rights** – were actually achieved in Vienna's public spaces. Over time, this became the **Gender Mainstreaming Office**.

Physical Design Approach

As of **2022**, Vienna has implemented over **60 projects** with gender mainstreaming, **improving street lighting, widening the pavements**, setting **special timings** when just women can **use the parks, creating additional seating for women in public transport**, public spaces, apartment complexes, and social housing estates that were designed by and for women, and **improving the safety of shortcuts** and alleyways by **adding mirrors**.

<https://blogs.worldbank.org/sustainablecities/how-create-women-friendly-public-transport-cities-india>

GLOBAL INNOVATIONS FOR MAINSTREAMING GENDER IN TRANSPORT (13)

The City of Barcelona Gender Inclusive Plan Policy Approach and Urban Planning Approach and Physical Design Approach

The **City of Barcelona** created a **Plan for Gender Justice** 2016–2020, which **comprises four strategic areas**

Institutional change **increasing institutional gender expertise via gender training** or gender budgeting, for example.

Economy for Life and Time Management **Promoting gender equality in employment and entrepreneurial support programmes**, as well as promoting a redistribution of care work between genders..

City of Rights Addressing structural barriers that infringe upon people's human rights in the city

Livable and Inclusive Neighborhoods **Ensuring that urban public space is safe for and inclusive of women and girls**, which emphasizes the need to address gender-based violence:

It studied women's Mobility behavior, patterns and needs

Policy Approach

Recognizing the need for considering **the gender perspective** in mobility design and in **the leadership of transport companies** and the public administration, there has been a growing presence of women in **different decision-making positions** within Barcelona Metropolitan Area (AMB).

Urban Planning Approach

The City has had a **[Gender Justice Plan in place since 2016 – an action plan working towards the elimination of gender inequalities](#)**. This plan has raised awareness about gender equity through **gathering gender-aggregated mobility data**, incorporating a **gender perspective in policy and planning**, and **training on mainstreaming the topic**

https://w4c.org/sites/default/files/2019-02/W4C_Report_INFO_Barcelona_Case_Study_0.pdf

<https://sustainablemobility.iclei.org/two-cities-bridging-the-gender-gap-in-transportation-and-the-women-leading-it/>

Physical Design Approach

Barcelona: Prioritizing people-centric design and gender-inclusion in mobility design

Barcelona's **advances in decarbonizing transport** and the transformation of public space, as well as **gender urbanism** – where mobility needs to integrate a gender perspective.

[Exemplary projects in Barcelona to bridge the gender gap](#), to enforce equitable mobility as they benefit women, the elderly, children, and low-income residents who live in outlying areas but regularly commute to central districts., include:

The *'superilles', or 'superblocks'* concept, where the city will **pedestrianize squares with space** to relax and socialize where there was once heavy traffic by dedicating 25 million Euros from European funds
Development of a **sustainable mobility plan to promote biking and public transport** where the city plans to double the bikes lanes from 120 to 272 km by 2023.

Construction of a tram line that will connect the city from east to west, which will **reduce travel time from one side of the city to another** in less than 20 minutes.

Action plan to encourage 75 percent of the city's roads have **a maximum speed of 30 km/h** by **installing radars** and improving signage.

6. Recommendations for the Way Forward in MENA: FUTURE DIRECTIONS: TOWARDS GENDER-SENSITIVE URBAN TRANSPORT

- 6.1. Suggested Procedures for integrating Gender into Transport policies and programs**
- 6.2. Suggested Actions to address the challenges and improve access and mobility for both women and men**
- 6.3. Recommendations for Government**
- 6.4. Suggested Recommendations for Investors**

Recommendations for the Way Forward in MENA:

FUTURE POLICY DIRECTIONS: TOWARDS GENDER-SENSITIVE URBAN TRANSPORT

Procedure and Actions

- Suggested **procedures** for integrating Gender into Transport policies and programs
 - ***Gender-informed transport policies, strategies, and regulations:*** Inform transport policies, strategies, and regulations **through social and gender analysis and participatory planning** that includes both **women and men beneficiaries**; and ensure that **adequate human and financial resources** are allocated to address gender and other social dimensions of transport.
 - ***Gender analysis during transport planning and implementation: to understand*** how travel patterns differ by **gender requires disaggregated data** on men's and women's **travel modes, schedules, expenditures, trip chaining, satisfaction, constraints, and unmet demands**.
 - ***Gender-inclusive consultation: Mechanisms*** are needed to increase women's participation, such as **focus group discussions** with women by women, **and involve grassroots women**
 - ***Awareness-raising and capacity building for transport agencies and service operators:*** Building gender awareness within the **organizational structures of transport related ministries** as well as **private sector transport businesses, transport unions, etc**

Recommendations for the Way Forward in MENA TOWARDS GENDER-SENSITIVE URBAN TRANSPORT (2)

- Suggested procedures for integrating Gender into Transport policies and programs (2)
 - ***Raising public awareness about women's mobility needs with respect for local culture.*** This is an essential first step to gain the support needed for girls' mobility and access to health services, education and economic opportunities and **increase women's participation in decision making. Working with the media, mosques, local leaders, girls' and boys' schools, and women's organizations, networks, and a government willing to partner with them,**
 - ***Equitable compensation for resettlement:*** displacement and resettlement due to infrastructure Construction generally has more negative impacts on women. Too often, compensation for lost property is given to men heads of households.
- **Gender-informed monitoring and evaluation.**

Recommendations for the Way Forward in MENA TOWARDS GENDER-SENSITIVE URBAN TRANSPORT (3)

Suggested procedures for integrating Gender into Transport policies and programs (3)

➤ *System-based Approach*

Intermodal integration, or the integration of diverse Modes of transport to offer seamless connectivity for commuters, is important for **sustainable urban mobility**. ***Last-mile connectivity*** is a critical component in determining the effectiveness of a **city's public transport system**, ***particularly in the context of vulnerable groups***

➤ **A sustainable transport strategy**

This strategy is needed to take into account the sector's **impact on climate change**, e.g. on **the environment** and **air pollution**, energy conservation, traffic congestion, and passenger safety, taking into account the special requirements of women.

Suggested **Actions** to address the challenges and improve access and mobility for both women and men

- **Increase availability, reliability, and quality of transport..** Measures to achieve this, which need to be adapted to specific MENA contexts, include: **upgrading, and maintaining peri-urban streets and sidewalks to facilitate women's travel by foot or walking to public transport stops and to reduce the cost of travel and goods for people in the urban periphery**; expanding coverage of transport services appropriate for women.
- **Promote affordability:** Paying transport fares is a major challenge for poor rural and urban women, Measures to address this can include: **regulating and monitoring fares Charged by transport operators, fare integration between different modes of transport, reduced off-peak Fares and other measures to reduce the cost of women's and men's trip chaining**, particularly from the **Urban periphery to the city center** and between rural and urban areas.
- **Promote traffic safety:** Traffic accident rates are high and growing in the MENA region. Because both rural and urban women rely heavily on walking, Measures to promote safety can include: **unimpeded sidewalks, pedestrian crossings and islands, overpasses, , stop lights, traffic signs, traffic bumps, and enforcement of traffic regulations, passenger limits, and safety measures on public transport.**

Suggested Actions to address the challenges and improve access and mobility for both women and men (2)

- **Improve personal security**: Measures to address these risks can include: **employing security officers in terminals, on Platforms, on buses and trains with strengthened security for hours when most women travel**; providing **adequate lighting on sidewalks, at bus Stops, on platforms, and in terminals**; and introducing **women-only buses train cars, and taxis**
- **Expand positive socio-economic impacts**: Special measures are often needed to spark economic Opportunities for poor women with limited mobility. **Effective measures can include: engaging teams of Poor rural or peri-urban women in road maintenance and bioengineering adapted from approaches such as that of the Bangladesh Rural Roads and Markets Project; fostering women entrepreneurship in poor Rural and peri-urban areas; and using and constructing nearby markets and health centers**, to address gender-related transport problems

Suggested Recommendations for Investors

- **Service delivery**
- ► Employ additional **security personnel** on platforms and trains.
- ► **Train new and existing security personnel** to be more **gender-aware** with a focus on preventing **sexual harassment** in trains and stations.
- ► Launch a **public awareness campaign** on **passengers behavior**.
- ► **Introduce fines for inappropriate behavior** and communicate them via message boards on trains and platforms.
- ► **Introduce online ticket sales** to reduce crowding – and associated harassment – at station ticket offices.
- ► **Introduce a telephone hotline** for **security** alerts.

Suggested Recommendations for Investors(2)

- **Infrastructure**
- ► **Upgrade carriages**, specifically windows, doors, seats, **toilets** and lighting in first and second-class carriages.
- ► **Install surveillance cameras on trains** and platforms and communicate their existence via signage.
- ► **Increase the number of information boards** showing **locations of complaints offices**.
- ► **Provide Wi-Fi** on new carriages to offer passengers guaranteed means of communication.
- ► Introduce **ticket machines** at the main stations to relieve pressure of crowding at ticket offices.

Suggested Recommendations for Investors (3)

- **Management**
- ► **Nominate a gender equality champion** within to help implement recommendations and monitor progress, and develop/implement a comprehensive gender training programme for employees.
- ► **Promote equality to improve career opportunities for women employees within the company,** or to improve opportunities for employment, particularly via university courses.

- https://www.researchgate.net/publication/292946161_Egypt_National_Railways_ICT_Can_Save_Egyptian_Lives

Recommendation to invest in a Business

- **Investment in low or zero carbon transport** or dedicated finance for increasing climate resilience in **transport companies** in which the **share of women in the workforce stands at 30 per cent** and there is one 'quality' indicator beyond compliance (for example, mentoring, equal pay, skills development, employee resource network).
- **Example:** A dedicated loan to support a transport investee to upgrade its tracks to build climate resilience to increased heat stress **that employs 40 per cent women workers and has a clear gender lens in hiring and retaining staff** (targets for gender diversity in recruitment, gender-balanced interview panels and trainings for recruiters on unconscious gender bias and women-friendly work environments)..
- https://static1.squarespace.com/static/60d997f2ecd20831960869e0/t/61891a1938b23d1c3a6f82b8/1636375067451/2X_ClimateTaskforce_SustainableTransport_v8.pdf
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Conclusion

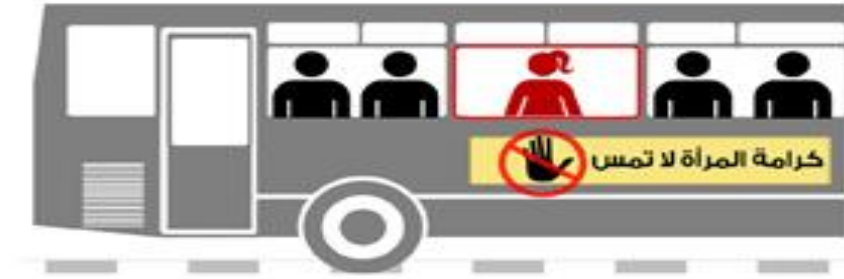
Mobility forms gender relations, and gender relations form mobility.

This paper maintains that a breakthrough through policies, programs and actions is required to resolve this dialectic relationship.

- **The path to bridging the mobility gender gap starts with empowerment and inclusivity** For the transport sector to be sustainable and inclusive, women and men need to be equal partners in developing new ideas and strategies for improving access and affordability of transport infrastructure and services.
- **Transport systems can only become truly inclusive and gender-responsive** if the voices, perspectives, and experiences of women are reflected **at all levels** in the sector. As more women enter the transport sector and **uphold leadership** positions, **designing and planning for women is gaining importance and together all can redesign the transport networks** to be more human-centric.
- **To overcome institutional difficulties**, women should achieve genuine gender parity in transport systems. A considerable **deal of political will** is still required. **This political commitment for gender equality and a compatible legal framework form the basic conditions** for the development of a successful gender inclusive transport policy.
- The gender inclusive transport policy in the institutions and processes can only be enabled through equal **representation, participation and influence**.
- The **established gender inclusive transport policy** is essential to achieve the **desired future urban development** based on inclusive cities and mobilizes for all.

Thank You for listening

نفسى أركب الاتوبيس
من غير ماحد يلمسنى



The flyer used by Nefsi in its human chains against sexual harassment initiative, reads: “I wish to use the bus and no one harasses me”. Image courtesy of Nefsi.

