



What Makes Women Move?

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1. Transport is not gender neutral
2. Why do we care? The business case for gender and transport
3. Integrated approach to increase women's mobility
 - Gender sensitive Infrastructure/Service provision
 - Women as users
 - Women as leaders and decision makers
4. Looking forward



Women have **different mobility patterns**, related to the economy of care: shorter distances, multimodal and off-peak hours, slower pace

- 2/3 of passengers on public transport are women, in France (Duchene 2011).
- 67% of the users are women, in Zaragoza (Spain), (SUMP Zaragoza 2017).

Women suffer a **larger transport burden** than men preventing them from joining the labor market:

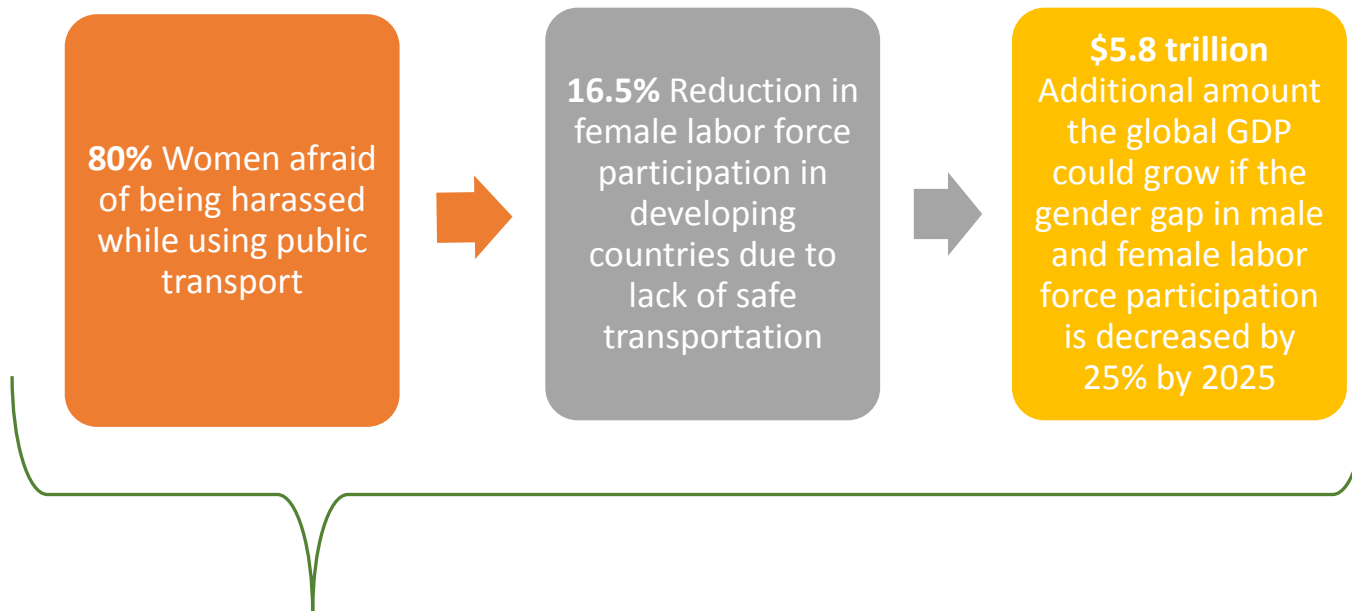
- Women are almost entirely responsible for all domestic travel.
- Transport burden of rural women is more accentuated than men.
- For instance, women's health deterioration due to head-loading products.



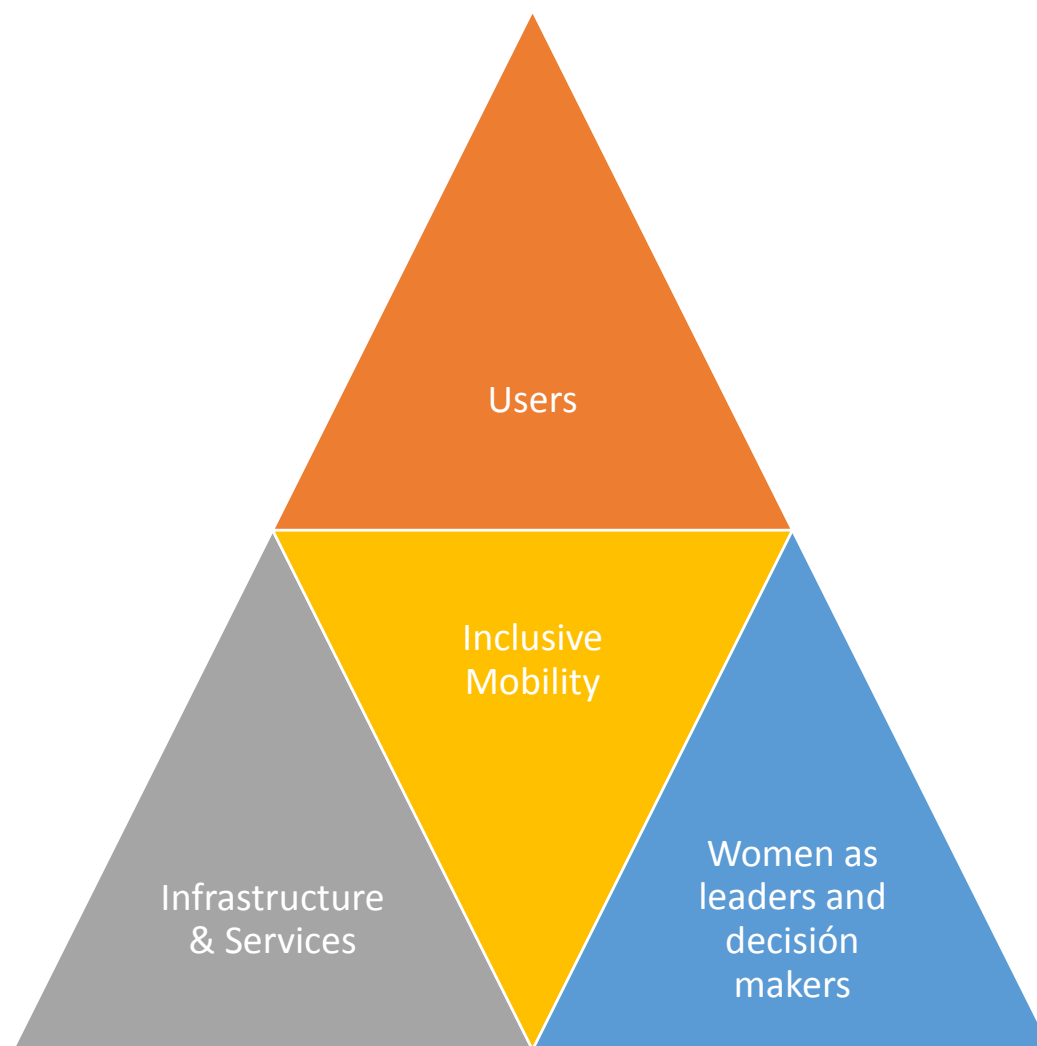
Women as main target of **unsafe transport**:

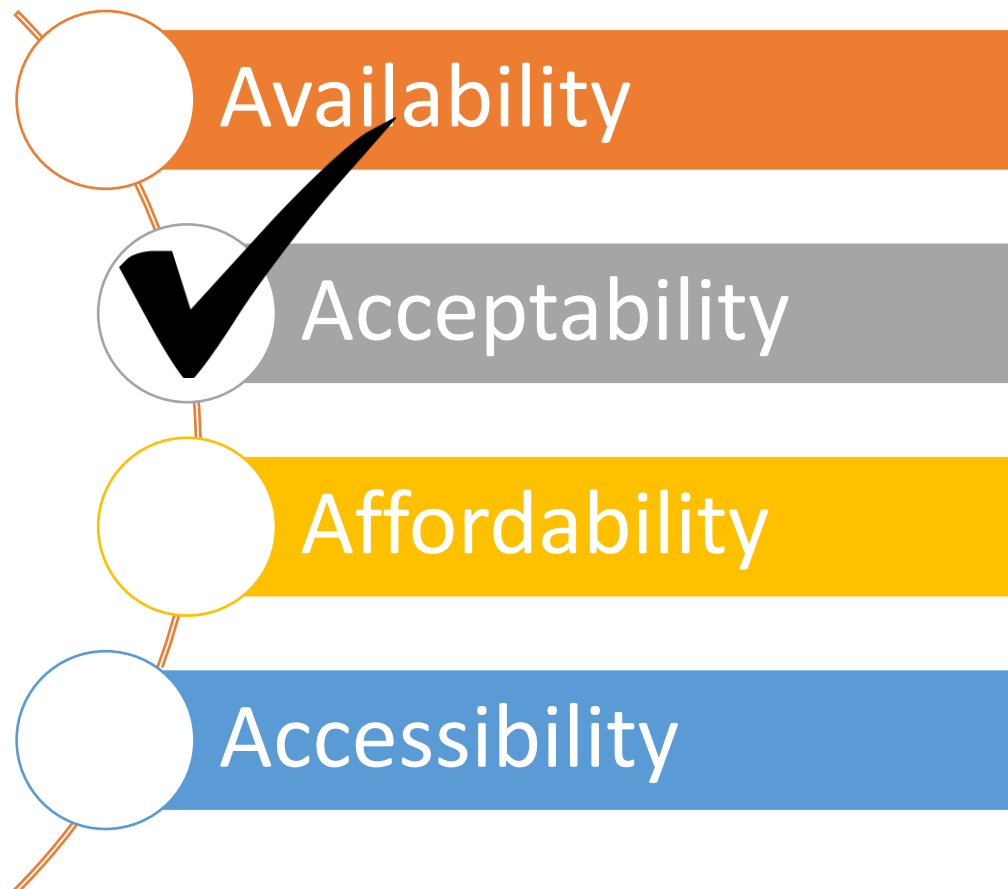
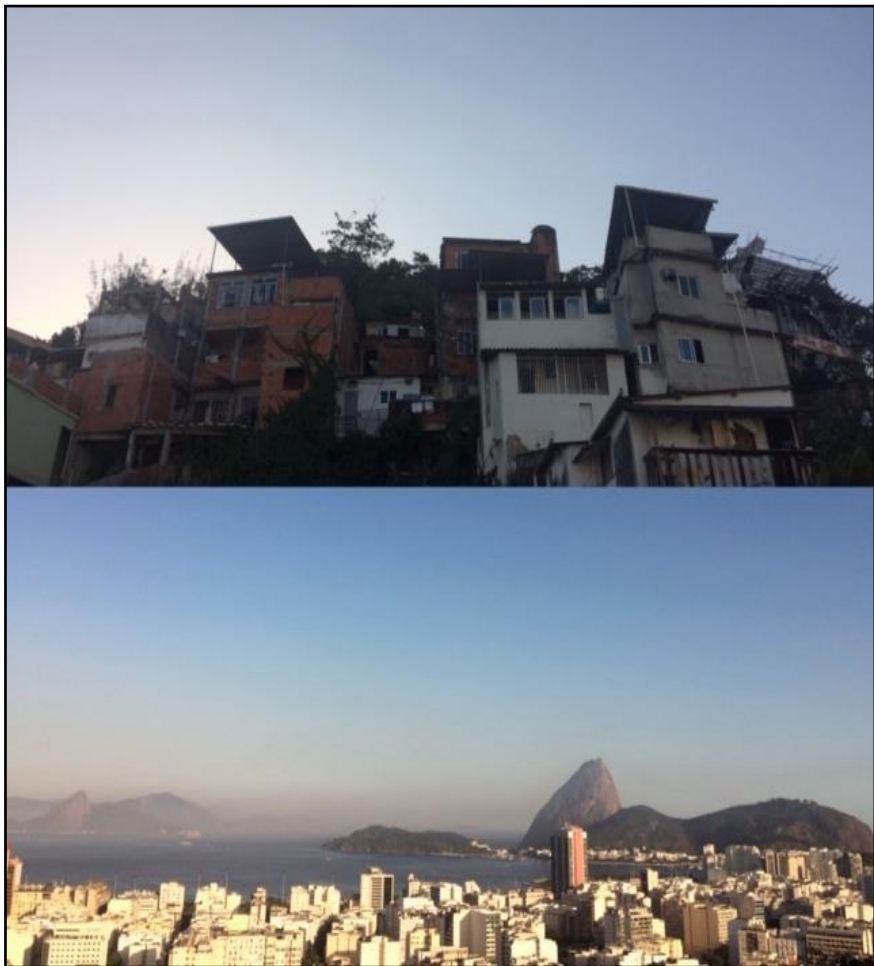
- 80% Women afraid of being harassed while using public transport.
- Design of transport does not address violence prevention environmental design.

The business case: unsafe transport limits women's labor force participation (the accessibility story)



177 economies do not prohibit sexual harassment in public places.









Segregated
transport services

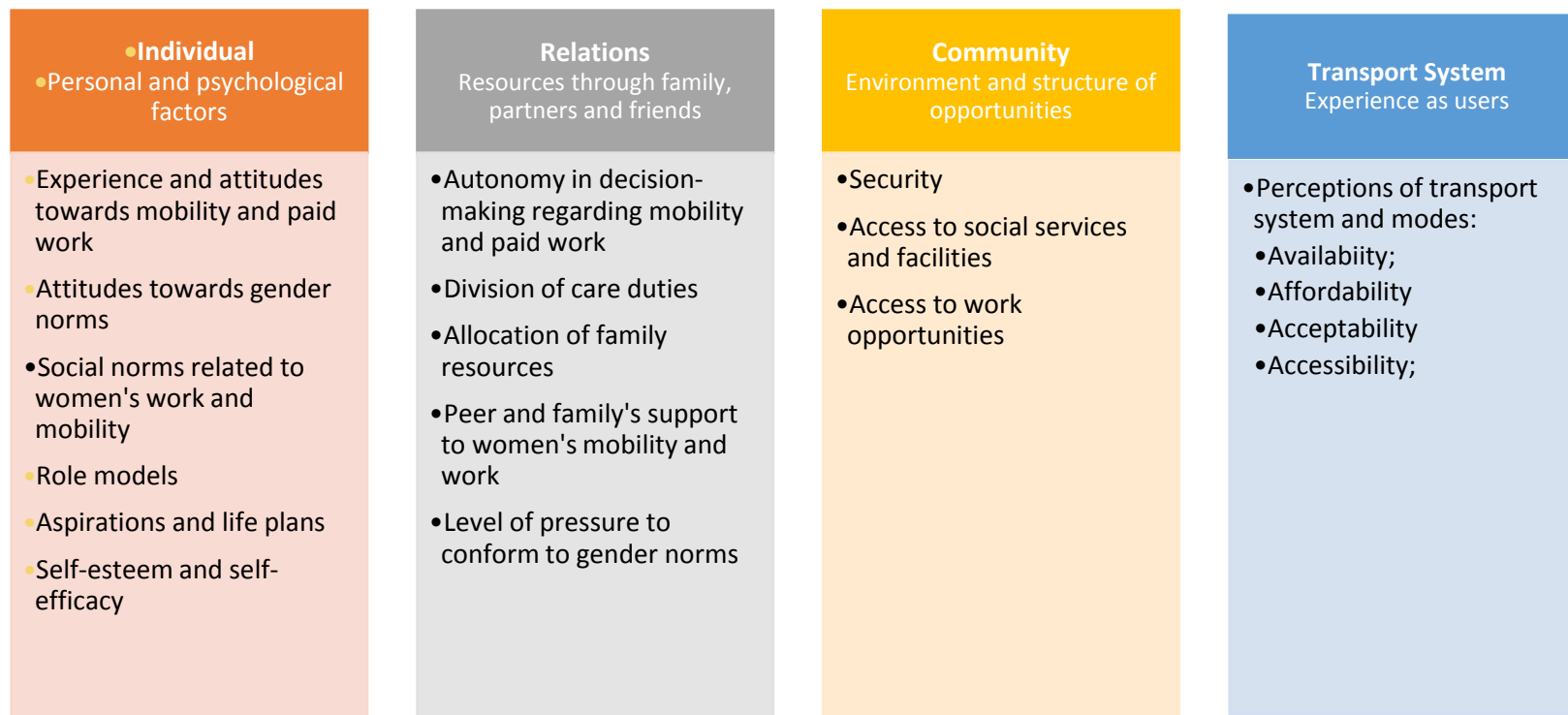


Changing Social
Norms



Safety Audits





- When making their transport decisions, women are more likely to favor safety over affordability
- Negative commuting experiences influence women's decisions to work closer to their home, despite their estimation that working far could bring them to better opportunities.
- Household income has an impact on women's mobility
- Mobility constraints contribute to limiting women's income and time they can allocate to paid work and leisure activities.
- Flexible work conditions can help women ameliorate constraints posed by care duties.
- Reduced fare payment schemes and employers who cover the costs of women's commutes -either totally or partially- make it easier for women to access work.

Key Data (WB report of Women in STEM)

- Infrastructure sectors, such transport, are sectors that are often high-paying but remain male-dominated.
- Globally only 12 percent of engineers are women. Women with STEM qualifications are indeed less likely than male peers to work in the STEM sector, and more likely to take jobs in health care or education
- In the public sector, a Wilson Center report found that only 18 percent of infrastructure ministries globally (such as energy, transport, or communications) are led by women, compared to 38 percent of sociocultural focused ministries.

Women as decision makers and leaders is transformative

- Participation in decision making enables women to voice their needs and challenge gender norms in their community—individually and collectively
- When more women are elected to office, policy making increasingly reflects the priorities of families and women.
 - In Rwanda and South Africa, an increase in the number of female lawmakers led to progressive legislation on land inheritance and reproductive rights.

- 1. Inter-institutional coordination**
- 2. Innovative ways of collecting data and planning for transport (use of ICT)**
- 3. Need to generate evidence of what works and what does not**
 - Available alternatives for short distance transport such as subsidized bicycle-sharing schemes.
 - Impact of integrated tariffs and systems
 - Impact of child care services and their location
- 4. Formalization of informal services for short distances.**

Women feel less safe with these services
- 5. Bringing gender considerations into transport modes and infrastructure**



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