Gender & E-mobility

Africa E-Mobility Forum
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Objectives of the Session

➢ Understand the weight of gender for mobility behaviour
➢ Recognize and challenge the traditionally male-dominated field of transportation and transportation planning
➢ Highlight that the transition to e-mobility goes beyond a mere technological shift.
➢ Highlight that w/o efforts to increase female representation in the design, manufacturing, operations and leadership of mobility systems, half the population will be deprived from equal mobility services and access
➢ Introduce Women Mobilize Women (WMW) and the array of support offered to cities
Transportation is what connects people to their lives

Access to jobs, health care, education, childcare, leisure, recreation
And access is the result of the integration of transportation and land use

Gendered norms affect women’s and men’s mobility differently
Transportation systems mirror existing power structures, cultural biases & institutionalized inequalities

"Limited access to safe transportation is the greatest challenge to participation that women face in developing countries, reducing their participation probability by 15.5 percentage points" (ILO, 2020)

Men typically have more power, more access to resources, money and assets like cars, motorcycles, bikes etc.

Women are not monolithic. Gender is not binary – we need to adopt intersectional approaches that consider race, gender, age, income, class etc.
How Gender Shapes Mobility

**Men**
- Travel more by private car (more likely to have a drivers license)
- Make fewer & longer trips, with less connections
- Value speed
- Perceive less insecurity in public transport
- Have less or no family or household duties
- Men use new mobility services more than women

**Women**
- Walk and travel more on collective transport +
- Shorter trips with more complex stops (trip chaining)
- Combine several modes of transport in the same trip
- More price sensitive (most often fare systems are not integrated)
- Prioritize security (are more risk averse)
- In charge of most family or household duties (Women carry out 75% of unpaid care work)
- Often are accompanied by children or other family members and/or carry bags and groceries
- Travel more during off-peak hours (services are less frequent)
- Infrastructure & services not adapted (tall steps, high grab bars, little space for packages, strollers etc.)

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Safety and Security

Women worldwide feel unsafe when moving about their city. 87.5% of Nairobi commuters have witnessed harassment. 88% of South African women report fear of assault or rape while on their daily commute. 61% of female students in Lagos report ‘always’ feeling unsafe on their way to school.

- Overcrowding
- Poor lighting
- Empty streets
- Unsafe crossings, narrow walkways, irregular parking
- Reckless driving
- Weak enforcement of laws

Women and girls adopt ‘survival strategies’ to mitigate risk.
Gender–Responsive Mobility Planning & Inclusive Transit Oriented Development

1. Plan for women & Empower women in the sector
2. Diversify & integrate transport services
3. Develop complete streets & communities
4. Ensure women’s security & Promote comfort in transport services, infrastructure & systems
5. Create awareness and stimulate behavioral change
5 Principles for Women and Transport

1. Study and understand women's mobility
   - Conduct sex-disaggregated data on travel and transport patterns.
   - Include specific questions on short, non-work-related trips and modal choices.
   - Identify and address inequalities in travel and transport infrastructure and access.
   - Facilitate access to facilities and services needed by women.

2. Develop inclusive mobility services
   - Ensure accessible and safe transport services for women.
   - Design transport services to meet the needs of women and girls.
   - Provide accessible and safe transport services for women with disabilities.
   - Promote the use of transport services by women and girls.

3. Ensure women's security in transport systems
   - Provide safe and secure transport services for women.
   - Address gender-based violence in transport systems.
   - Promote the use of transport services by women and girls.
   - Address gender-based violence in transport systems.

4. Empower women in the transport sector
   - Develop a gender-responsive work culture and promote gender equality in the transport sector.
   - Develop gender-responsive policies and strategies for transport.
   - Promote the participation of women in the transport sector.
   - Address gender-based violence in transport systems.

5. Create awareness and stimulate behavioral change
   - Promote awareness of gender-based violence in transport systems.
   - Address gender-based violence in transport systems.
   - Promote the participation of women in the transport sector.
   - Address gender-based violence in transport systems.
Plan for Women

Explicitly include women in planning, data, goal setting, targets, staffing and policy frameworks

- Collect data disaggregated by gender (qualitative & quantitative)
- Identify inequalities and causes
- Set goals and targets for meeting transportation needs of women
- Ensure women participate meaningfully all along the planning and policy process including consultation, monitoring and evaluation.
- Cultivate women in staff and leadership roles within the transport sector – only 17% of the global transport workforce is female.
- Consider female travel patterns for route planning and last-mile connectivity in PT and shared mobility.
- Ensure inclusive policy frameworks, especially climate change plans and policies include women and gender perspectives from the beginning

Female bus driver Accra, Ghana
Picture source: GIZ Ghana
Women as Transport Workers

• Women can be powerful agents of change for transport and climate action by introducing different norms, knowledge and experiences to transport strategies and policies.

• A broader gender perspective and a more diverse workforce can help design transport for all users, not just women.

• An increase in gender equality in the transport workforce can accelerate climate action as gender is linked to transport mode choice, travel distance, vehicle choice, time of travel etc.

“A lack of women in the room only perpetuates a further lack of women” – Tina Fey

Female matatu conductor Nairobi, Kenya
Picture source: FliNe Initiative
Summary

➢ Leverage the transition to create a more inclusive workforce with adequate representation of women and marginalized communities (as users, workers, planners, financiers and decision makers).

➢ Explicitly include women in planning, data, goal setting, targets, staffing and policy frameworks.

➢ Map and measure the employment impacts at the organizational, regional, and national levels.

➢ Train women on niche and scalable jobs in the e-mob sector (R&D, repair & maintenance, battery recycling etc).

➢ Create awareness to establish e-mob as a career option.

➢ Ensure women are behind e-mob products and systems so that they are responsive to the needs of all.

➢ Ensure women are behind policy and regulatory environments (Policy makers are change drivers).
Women Mobilize Women – Get Involved!
Thank you!

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