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**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**

Review of gender issues in transport

Note by the secretariat ^{1/}

The information contained in annex I refers to the key gender issues with regard to the National Development Plan (NDP) 2000-2006 adopted by the Government of Ireland. Wishing to adopt gender mainstreaming as a strategy to promote equal opportunities between women and men, the NDP Gender Equality Unit established in the Department of Justice, has produced a fact sheet which outlines the main gender equality issues in the infrastructure sector, as well as mechanisms which have been used to redress inequalities between women and men in this field. The most relevant parts of the fact sheet are reproduced here because of their unique approach and universal value.

The second annex contains main recommendations on transport and gender as identified by the international workshop "Gender Perspectives for Earth Summit 2002 - Energy; Transport; Information for Decision-Making", held in Berlin, 10-12 January 2001.

The bibliography contains a selected list of documents, publications and other reference materials which could be of use in considering the gender mainstreaming policies in the transport sector.

^{1/} This document should be considered in conjunction with documents ECE/TRANS/2009/6 and ECE/TRANS/2009/7.

Annex I**KEY GENDER ISSUES IN TRANSPORT**

1. Key gender issues with regard to the Irish NDP infrastructure include:
 - (a) Domestic responsibilities /lifestyle differences - these differences result in different needs relating to journey times and destinations; public transport services should reflect this;
 - (b) Access to transport - fewer women, particularly older women, drive and own cars, and are therefore more likely than men to rely on public transport;
 - (c) Employment patterns and participation rates - women are more likely than men to be engaged in part-time employment, and this has implications with regard to transport needs and patterns.

Gender issues relating to the Irish NDP infrastructure objectives

| Infrastructure objectives | NDP Programme elements | Gender-related issues to consider |
|--|---|--|
| National roads Road Safety | Reduce fatalities and serious injuries | Men are more likely than women to be killed in road accidents; Fatalities 2000: Male drivers 136 Female drivers 35 Male passengers 53 Female passengers 32 Male pedestrians 54 Female pedestrians 30 Male cyclists 8 Female cyclists 2 |
| Reliability | Removing bottlenecks | Women are more likely to walk to work; the inclusion of adequate pavement space and appropriate crossing points at bottlenecks are therefore particularly beneficial for women. |
| | Remedying capacity deficiencies Reducing absolute journey time and journey time variance | Women are the main users of public transport for journeys to work (NDP Gender Equality Unit (GEU) databank, 2002) and will therefore particularly benefit from new roads with sufficient public transport capacity in terms of dedicated bus lanes and regular bus stops. Safe and convenient access to buses using these times and journey time routes is essential. It is important to consider off-peak as well as peak time journeys; visits to health and social facilities are likely to involve off-peak travel |
| Balanced regional development | Improve internal road transport between and within regions | Ensure that new roads help to open up employment opportunities for women as well as men by ensuring that they give access to public transport facilities and provide for public transport capacity. |
| Offsetting negative effects of peripherality | Better access to and from main ports and airports | Access is important for employees as well as customers of these facilities. Public transport will help ensure that women can access jobs in these locations. |

| Infrastructure objectives | NDP Programme elements | Gender-related issues to consider |
|---|--|---|
| National secondary roads | Widening and realignment | Consideration should be given to the provision of bus stops, cycle paths and pedestrian space, all of which are significant in terms of relative usage between men and women. |
| Light Rail | New routes | To be useful for everyone, stops need to service facilities such as schools and shops, as well as places of work. For safe and convenient access, carriages need to be low floor, and have adequate space for buggies, bags and bicycles. |
| Traffic Management | <p>Quality bus corridors</p> <p>Park and ride facilities</p> <p>Cycle network</p> <p>Improved Traffic signalling</p> | <p>Accurate information at bus stops is not only crucial in terms of ensuring reliability, but also has implications for women's safety: for example, inaccurate information could lead to a passenger missing the last bus, leaving them in a vulnerable situation. Similarly, safe and convenient access from nearby residential areas is vital, along with adequate lighting and shelters.</p> <p>Toilet facilities, good lighting, waiting areas and phones are desirable. Need to have car parking spaces available to service home-work, home-shopping, home leisure and home-health journeys.</p> <p>More men than women use cycles to get to work. Improved provision for cyclists will therefore particularly benefit men, and may encourage more women to cycle to work. The design of cycle networks should also take account of non-work journeys and destinations.</p> <p>To take account of time needed to cross roads by different groups of people, such as older people and parents with children.</p> |
| Mainline Rail upgrade infrastructure rolling stock and facilities | Railway safety programme | Needs of both male and female passengers at stations and the links between stations and other routes should be taken into account; the provision of subways, rather than bridges with steps, ensures greater access for people with prams and wheelchair users. |
| Accessibility | Renewal and upgrading programme | Women and men have different needs in terms of facilities, such as toilets and baby-changing facilities. Provision of sufficient and appropriate amenities should be taken into account prior to the design of facilities. |

Source: National Development Plan, 2000-2006

Annex II

RECOMMENDATIONS ON TRANSPORT AND GENDER EARTH SUMMIT PREPARATORY CONFERENCE

1. Environment and sustainability issues as well as gender perspectives need to be fully integrated into all transport related policy-making in all departments at all levels on a regular and proactive basis;
2. The definition and understanding of mobility need to be revised aiming to reflect women's lives and responsibilities - i.e. diverse patterns of a multitude of tasks and related trips such as transporting loads for sale; accompanying children and elderly, etc. - and enable authorities to design appropriate transport systems.
3. In general, measures are necessary which reduce transport burdens and transport expenditures of women and men while creating equitable access and ensuring women's increased opportunities and participation.
4. All transport system development must be informed by the lived experience of women; governments should integrate experts on gender-sensitive transport system planning and decision-making in their planning structures.
5. Gender Impact Assessments (GIAs) should be integrated into Environmental Impact Assessments (EIAs) which would contribute to creating sustainability impact assessments. sustainability audits should include gender audits addressing the androcentric perspectives reflected in current policies (prioritizing men's lives and needs) and caring economy audits.
6. Gender budget analyses are an important tool of engendering macroeconomic analysis; they should be conducted to provide information about how much women- and men-power, institutional and financial resources, and research funding goes into furthering women's vs. men's interests regarding transport.
7. Investigate changes in transport infrastructure for all countries with a gender perspective.
8. Governments should introduce participatory, inclusive transport planning methodologies in order to be able to incorporate the social/gender divide of transport and travel needs.
9. Governments should commit to guarantee sustainable, gender-sensitive transport systems. If privatisation is an option, governments have to define appropriate conditions.
10. Governments, donor agencies and International Financial Institutions (Global Environment Facility (GEF), World Bank, United Nations Development Programme (UNDP)) should support:
(i) research on women's strategies to cope with transport needs, incl. e-commerce/virtual shopping; community taxis; etc. (ii) infra-structure for non-motorised transport and pedestrians; (iii) initiatives providing more bicycles for women, especially in developing countries; (iv) sustainable, local, small-scale transport development.

11. Governments and relevant agencies should conduct improved transport surveys, including gender relevant research and gender sensitive methodologies, including gender sensitive interviewing; analysing daily realities of female transport users, women's latent demands and their willingness to pay for better transport; documenting transport sharing models at local levels; gender sensitive stakeholder consultation.

12. Governments, relevant agencies and research institutions should provide statistics on gender differentiated mobility, including data differentiated by length of trip rather than number of trips; by reasons to travel (men have more choice than women); car drivers vs. passengers; accounting for journeys on foot which are women's; accounting for typical times of travel (rush hours, i.e. men's travel, vs. non-rush hours, i.e. school run); providing figures on health issues, e.g. transport poverty (being marooned in rural areas links with increased use of anti-depressants).

13. Governments and donor agencies should support networks addressing working on gender and sustainable to develop concrete strategies towards integrating sustainable, gender-equitable development into transport systems development, particularly as part of the preparations for the Summit in 2002.

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