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Bridging the Gap

Is there a problem of gender equity? – moderated by Maryvonne Plessis-Frassaird

This session questioned the existence and nature of the gender equity problem in the developed and developing worlds. Morency Catherine from l'Ecole Polytechnique de Montreal, Canada, presented on the level of equity in access to transportation options in Montreal. In response to a movement toward sustainability in transport policies and practices in Quebec, Dr. Catherine's research develops a methodology for translating equity into a measurable parameter. Equity is measured in terms of accessibility and intensity of transportation options surrounding individual households. Using travel survey data, equity was examined by gender. Inequity between men and women increases when the intensity of transportation services is considered. In Montreal, women have less access to car sharing and bike sharing than men.

Julie Babinard from the World Bank presented *Lessons Learned from Uganda's Gender Policies in the Road Sector*. Although gender policies are strong in Uganda, implementation is lagging. This project, which was completed at the request of the Ugandan government, evaluated the level of implementation and awareness of gender policies in Uganda and included a survey of the legal and institutional framework, as well as a series of stakeholder interviews. Women were found to be underrepresented in road sector positions. Awareness and implementation of Uganda's gender policy state-



ments and guidelines was lacking. Recommendations included increasing gender representation in project management teams, capacity building, designing projects to be gender informed, and formulating contractual agreements to ensure gender policies are implemented.

Feedback from the audience echoed concerns for moving from policy to implementation. Increased female representation and consultation in transport projects from the senior management level to the labour-based road maintenance level was proposed. Maryvonne Plessis-Frassaird reminded us to view the role of transportation as only one tool for addressing national strategies for poverty reduction.



BREAK OUT SESSIONS

Mobility: bridging the gap? - moderated by Neil Paulley

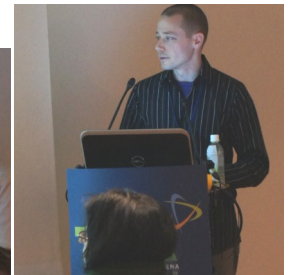
“Women’s mobility patterns are dynamically changing, but why are mobility behaviours static?”



This session identified existing gender-based mobility gaps in developed and developing countries. Sophi Roux from Université Paris Oust, France and Martin Tremblay-Breault from Laval University, Canada, gave presentations on the evolution of gender-based mobility patterns and historical trends in the mobility gap. Although the gender gap in mobility patterns, number and age of driving license holders, and the amount of car usage is decreasing, the gap is still significant. Women travel significantly more as car passengers, take public transit, or walk, while men drive cars or use bikes more often. Household necessities and caregiving duties dominate the daily mobility patterns of women and result in more complex travel patterns that involve trip chaining. Tara Jian, assistant professor at the school of planning and Architecture in New Delhi, presented on the developing country perspective showing that the gender-based mobility gaps are exacerbated in these countries, especially in lower and middle-income groups, due to the absence of

transport options and the existence of cultural and patriarchal influences.

A riveting discussion raised a lot of questions and emphasized the need to identify the causal factors of the differences in gender mobility behaviours. Women are increasingly joining the workforce and portraying similar mobility patterns to that of men, but why has there been no change in their mobility behaviours? Why are these transport issues that can significantly affect the quality of life of women not being addressed? What are the barriers and how do we break them? Sandra Rosenbloom stated that it’s time to move forward and build upon research that has been conducted to identify core causes and implement policies that can make a change.



Personal security in transportation – moderated by Chantal Duchene

Georgina Hickey presented a historic view of the anti-harassment campaigns for mass transit in the 21st Century. She used the history of gender-based harassment in public spaces in the United States to evaluate anti-harassment campaigns recently launched in Boston, Chicago, and Washington, D.C. Research on street harassment is particularly important in public transportation and enables awareness of the issue in the popular media.

The current mass transit anti-harassment campaigns are positive responses to a feminist-defined issue, representing a more inclusive model for re-

sponding to gender-based harassment in public and legitimizing women’s long-standing complaints about harassment.

Patrick Palmier presented a study carried out in Lille, France concerning the risk estimate of being assaulted in public transport. A study about violence against women in transport carried out by the French Ministry of Transport showed that men are more often assaulted on public transport but women are more often victims of sexual assault. The study linked Household Travel Survey data with crime transport operator data to estimate the risk of being assaulted in public transport. Analyses revealed differences in risk evaluation depending on gender, time of the day, status, transport mode or the type of criminal act. These results confirm the main results of the study carried out by the French Ministry of Transport.



Social role and mobility – moderated by Heather Rothenberg

This session included three presentations on the social role and mobility of women. They demonstrated that space and context matter with respect to economic and cultural conditions.

A. Muhammad, Y. Anthony, F. Zhanhg presented *Gender, Mobility and Travel behavior in Pakistan: Analysis of time use survey 2007*. The study aimed to explore gender differences in travel behavior across urban and rural areas that remain unexplored due to the non-availability of suitable data. The paper employs national dataset of 2007 Time Use Survey carried out to measure gendered time use in paid and unpaid work activities. Large gender differences are found in travel behavior related to trip rate, travel mode, duration



and purpose of travel. Females are more likely to be immobile, make less daily trips, and are more automobile dependent than men.

W. Elias and Y. Shiftan presented *Gender Differences in Travel Behavior in the Arab World: Comparison of Case Studies from Jordan and Israel*. The study aims to explore differences and potential causes in the travel behavior of women and men in Jordan and Israel. Results show significant differences in travel behavior between women and men in both countries as well as between countries. Men make more trips, use the car as a driver more, spend more time travelling, and participate more in the workforce than women. A principal finding is that demographic and socio-economic factors have a significant effect on the diversity of daily activity patterns.

C. Hurez and C. Richer presented *Does the city's pulse beat at the same rate for men and women? A gender time-geography*. This paper focuses on gender-based spatial-temporal analyses of daily mobility in urban areas of the Rhône-Alpes region. Results showed that women are as mobile as men but less motorized, they spend more time at home, and their travel is concentrated in the center of the cities because of employment.

Safety: bridging the gender gap? - moderated by Marie-Axelle Granie

Thomas Brown presented a study which investigated associations between sex, cortical thickness, and psychological functioning in DWI offenders. Results provide evidence of sexual dimorphism on the pathway to DWI. Male DWI offenders, compared to male non-offenders, showed reduced cortical thickness in areas associated with decision-making, error monitoring and emotional processing. Female DWI offenders, compared to female non-offenders, showed no signs of structural anomalies, but stronger signs of alcohol misuse, depression, and anxiety-related dysfunction.

Tara Kelley-Baker presented *Gender differences in risky driving while in the presence of young passenger*.

This research asked if the presence of a child-passenger stimulates drivers to take fewer driving risks. A descriptive analysis shows that the presence of a child results in safe-driving behaviors. Although children play a protective role regarding traffic safety, female drivers have become increasingly involved in crashes when driving young children. Risky behaviours are increasing among female drivers with time.



Bridging the Gap between Men and Women

The distinguished panel covered the landscape of perceptions of women—intellectually, physically, emotionally and as economic contributors. Sylvie Pouilloux explored the conscious and unconscious responses to women in the workplace and the implications. Francoise Milewski shared thoughts on how sex differences informed gender differences. Jean Dekindt and Alain Sutour discussed the overrepresentation of women in administrative positions and underrepresentation in high paying jobs, as well as the strength women have on the customer service side of the transport business. Sylvia Maffli highlighted the users perspective and Susan Handy talked about women’s travel patterns and the need to understand the implications of new policies. Nato Kurshitashvili shared examples from several countries with respect to development planning and capacity building to provide opportunities for women.



It Take Many Helping Hands



Bridging the Gap between Research and Policy

Data was a significant topic of conversation for this panel. Ann Brach (SHRP II) talked about the quality of data needed to support research and the vast amount of excellent work that needs to move into policy and implementation. Ann Schneider (Illinois DOT) talked about the steps her organization is taking to support women owned businesses and build capacity among women professionals and entrepreneurs.



Jean-Marc Delion (RAILENIUM) pointed out how as a private organization they are raising funds for research and balancing the needs of operators and the business community with innovation and social needs. Barbara Lenz (German Aerospace Center) brought in the perspective of combining technical and social aspects of transport.

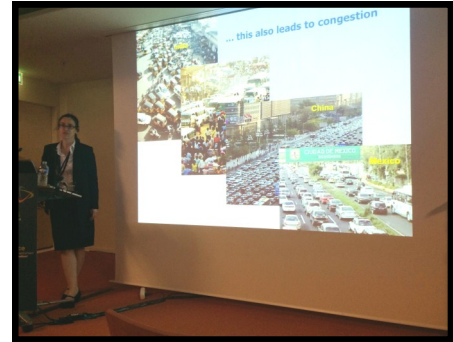
Other Special Moments



MASTER CLASSES

▶ **Transport, development and gender- Julie Babinard (World Bank)**

Julie Babinard, Sr. Transport Specialist with the World Bank, delivered the first Master Class of the 2014 WIIIT Conference on Transport, Development and Gender. Ms. Babinard presented the main urban and rural transportation challenges for people in developing countries, with a particular focus on the issues faced by women. Growing urban populations and rapid motorization are leading to severe congestion and air pollution. Women frequently travel by foot, however an absence of walkable infrastructure leaves them vulnerable to road-related injuries and fatalities. The lack of access to efficient and all-weather transportation services in rural areas has greater health, economic, and social impacts for women. Transportation solutions must separately address the urban and rural challenges.



The Master Class concluded with a case study on a fictitious growing urban center with poor public transit service in the developing world. Students split into small groups to identify transportation challenges and solutions for the study, some of which included integrated transportation and land-use planning, transit route connectivity, fare subsidies, and increased awareness of bus drivers and users.

Gender equality: why it matters for knowledge-based and innovation driven societies - Maxime Forest (IEP Paris, OFCE and Yellow Window Consultants)

Maxime Forest with IEP Paris, OFCE, and Yellow Window Consultants, delivered a Master Class on *Gender Equality: Why it matters for knowledge-based and innovation driven societies*. This class provided students with the background context in which to understand much of the research presented at the conference. Mr. Forest distinguished the biological distinction from the social construction of sex and gender. He discussed how gender is a useful category in research, and that it can be used to unravel power balances and to challenge the secondary position of women in society.

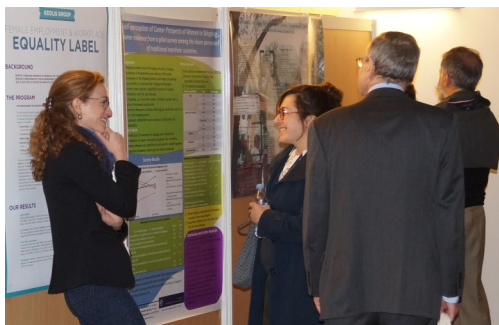
“Gender equality is not so much about challenging differences between men and women as such, but the asymmetric, hierarchical way they are valued.”



As of today, two unchallenged divisions include the sexual division of labour and the gender pay gap. He discussed how gender stereotypes fuel the inequalities between men and women, and how these stereotypes influence the sexual division of productive and reproductive work. In economic evaluations, gender biases fail to account for the economic contribution offered by the reproductive work of women.

“Occupational segregation by sex not only undermines women’s position in society, but is a tremendous talent loss and limits capacity of market economies to adapt to global changes.”

Posters



The equity in transport: a key point for transport inclusive policies – *Karen Lucas (ITS-Leeds University)*

Why include equity? Among the traditional “at risk” groups (low-income groups, elderly, disabled, etc.), women are typically the underlying “factor” of poverty.

Why should anyone do something about it? Transport is a ‘social link’ enabler. It allows us to get around, to have access to school, and to everything that is our human right. Another motivation is that transport poverty and the resulting social exclusion can lead to criminality (from enclave communities, etc.)

How to measure equity in transportation? Just by looking under the layers and further defining the concept of equity rather than by solely looking at the distribution of accessibility to transport infrastructure.



Local UK authorities perspective for embedding equity in transport policies - *Maria Pillar Marchones (Centro, UK)*

From the perspective of local transport authorities, it is very important to keep a bottom-up perspective. Researchers should mostly focus on providing guidelines for policymakers. Social exclusion and the contribution of transport shouldn't be seen as a ‘remaining part’ from socioeconomic evaluation. A more consistent framework should be built for introducing gender in transport policy, bringing it to the forefront as a strategic driver.



Spatial justice and transport - *Rebecca Shliselberg (Transportation Engineering and Planning)*

Ms. Shliselberg spoke about the 2011 Israeli social justice protests in Tel Aviv, related to the continuing rise in cost of living (particularly housing). Transportation issues arose as a key issue in these protests related to transit service and infrastructure design that has been generally car-oriented.



Transport and research in the EU – social effects of European TRI: equity in transport, a key issue – *Ioana Adamescu (DG Research EU)*

Accessibility questions are intimately related to gender equity. A major point from the discussion is that if decision making should be more decentralized and local, funding issues shouldn't be the discarding factor.

A way to measure the gender gap and more generally the inequitable access of vulnerable groups to transportation would be to quantify the gap between car and PT use and set thresholds for differences in modal split among socioeconomic groups. About 200 indicators or more exist in the UK for equity in transport. Keeping only the simplest indicators which are easiest to communicate is the ideal approach.



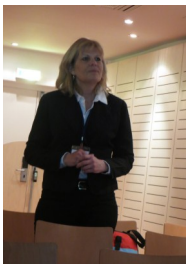
BREAKOUT SESSION

Women's careers in transportation – moderated by Marsha Anderson Bomar

This session included two presentations on gender inequalities in transportation professions. Rivoal Haude presented *French gender equality policies: the example of goods transportation and logistics*, which sought to answer “can a male-dominated structure comply with the gender equity law which imposes quotas for women on their boards?” Ms. Haude focused on this issue through a case study where theoretical and legal obligations are facing sectorial and cultural constraints. Her hypothesis is that transport companies address gender equity under the impulse of an “opportunity effect,” while facing the paradox of a male working culture where theoretical gender equality implies highlighting women. In the company studied, job difficulties (particularly due to heavy carrying, flexible schedules, and sub-zero temperatures) added to the tense economic context faced by the sector and created a collective resistance based on a male-dominated culture.

“There are laws and rules but they are not the same for everyone...”

Djordjica Stojanovic presented *Gender employment inequality in the transport and logistics industry: the specifics in the Republic of Serbia and the Republic of Macedonia*. Compared to the European Union, Macedonia reports a lower proportion of women employed in the transport and storage sector. Women are well represented in middle management positions but underrepresented in driver and delivery worker positions. However, encouragingly, in one year the number of young women (15 -24 years) working in transport had more than doubled.



Ellen Voie from Women in Trucking was quite interested in this research.

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Women's Issues In Transportation



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“In the field of freight transport, men are really closed and exclude women and all persons who are not manly.”

“Women are present in tourism and education, their chosen field, but not in transport.”



U.S. Department of Transportation
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